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## BIRTH.

At Kowloon, on 16th inst., the wife of A. E. CHAPPELL, a daughter. [1912]

HONGKONG OFFICE: 10A, DES VUEX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 17TH, 1912.

It may be a weariness to the flesh to recount the many provisions of the Commercial Treaties of 1902 and 1903 that still remain a dead letter, though it is at least instructive as showing the ease with which promises are made and forgotten by Chinese diplomats. One subject that was dealt with in the British, American and Japanese Treaties was the protection of trade-marks, yet so little has been done in the succeeding nine years or more that we now find the Chinese Chamber of Commerce at Shanghai petitioning the Board of Trade at Peking to promulgate a uniform system of registration, so that it appears that the danger of unprotected trade-marks is even making itself felt among Chinese merchants, though their production of proprietary articles and consequent use of distinctive commercial devices is small and of recent growth. In the United States Commercial Treaty, the Government of China "agrees to protect any citizen, firm, or corporation of the United States in the exclusive use of any trade-mark" to which they have a legal claim. All that has been done so far to put this into force is to establish, at the Custom-houses at Shanghai and Tientsin, Trade-mark Registration Bureaux, whose effectiveness for this purpose has been thus described by the American Vice-Consul-General at Shanghai: "The result of

registration at these Bureaux is merely a provisional registration giving tangible evidence of priority of claim of ownership to be considered when trade-mark, patent, and copyright laws come into effect in China and application is made for actual registration under these laws. No actual protection from infringement results." The registration is, at present, a mere empty formality, and we do not wonder that even the Chinese are now agitating for it to be put on an effective basis, for if there is one country in the world where trade-marks and devices are in special need of protection it is China. Probably there is scarcely a British firm, or one of any other nationality for that matter, trading in China that has not suffered at some time or other from the misplaced ingenuity of counterfeiters or imitators of the distinctive label or packing of his goods. As is well-known, in some cases the piracy is flagrant to a degree, extending even to a use of the name of the foreign firm and an exact reproduction of the box or wrapper of the goods, but as a general rule such refinements are not found necessary. The average Chinese who goes to a huckster's store to purchase a foreign proprietary article cannot read English, and European art does not appeal to him to any great extent. The wording on the goods matters not an iota to him, and the crudest resemblance in an illustrated trade-mark will satisfy him: all he looks for is a general similarity of size, shape, and colour, with something that recalls the broad outlines of the design. All this makes the path of the trade-mark pirate very easy, but it also makes prohibitory legislation, giving force to the Treaties, the more necessary, and when the law is at last promulgated it will serve its end only if it gives a very liberal interpretation to the words "colourable imitation." Apart from the formal provisional registration, the machinery at present in existence for the protection of trade-marks is clumsy in the extreme, and certainly was never devised to facilitate the achievement of its alleged end. A separate proclamation must be issued by the local official in each case, but this proclamation covers only the circuit of the particular official from whom it emanates, and it would be necessary to procure similar action from four or five officials to have a trade-mark protected by Chinese law through a single one of the twenty-two provinces of the land. This illustrates partly the evils of the watertight system of local government of China, but it shows still more the extent to which she was sincere when, eight or nine years ago, she made all her fine promises about the protection of trade-marks, patents, and copyrights. After the conclusion of the Treaties the Legations at Peking endeavoured to induce Prince Ch'ing and Company to produce the required regulations, but, though the question was kept before the Chinese Government for five years, the end of that time found the matter no more advanced than did the beginning. The statements of policy of the various Republican leaders have all laid stress on the encouragement of trade that they have at heart, but in their passion for gigantic railway schemes and big commercial undertakings, there is a danger that useful and unostentatious reforms, which have the added claim of practicability, may be overlooked. If the reminder of the Shanghai Chinese Chamber of Commerce produces the desired effect on the Board of Trade in Peking and results in an efficient protection of trade-marks, that body will have earned the gratitude of all in business in China.

Several small grass fires on the hillside at Kowloon are reported. No damage to property was done.

A Chinese apprentice boy was knocked down by a ricksha in the Central District and received injuries which necessitated his removal to the hospital.

It is mentioned in the Queen's College magazine that at the first entrance examination of the Hongkong University 41 per cent. of the successful candidates came from Queen's College.

Mr. Melbourne yesterday ordered a small boy to receive 10 strokes with the birch for selling vegetables without a licence and for throwing half a brick at a policeman in Des Vaux Road.

Hot breakfasts and other meals and refreshments will be obtainable on the through express trains on the Kowloon-Canton railway on and after Sunday next. An advertisement to this effect appears on page 4.

Mr. Heinemann announces for early issue a new book of timely interest entitled, "Recent Events and Present Policies in China," by J. O. P. Bland, joint-author of that very successful volume, "China Under the Empress Dowager."

At the Magistracy yesterday Inspector Gourlay proceeded against a Chinese from Quarry Bay for committing an assault upon the quartermaster of the s.s. *Sungking*. It appeared that the defendant went on board the steamer as she was lying at dock at Tai-koo. His Worship passed sentence of fourteen days' imprisonment with a view to the man being banished.

Eleven men and one woman were charged before Mr. Irving at the Magistracy yesterday with being in unlawful possession of four piculs of black fungus, valued at \$192. They were found with the fungus in a junk off West Point. The woman, who was the owner of the junk, was fined \$100 or six months, five of the crew were fined \$25 each or sixteen days' imprisonment, and the six other men, not being members of the crew, were discharged.

## STEAMER CUTS JUNK IN TWO.

The master of a licensed fishing junk of 1,408 piculs capacity reports to the police that about midnight on the 9th instant, while sailing off Chelung, in Chinese waters, a black painted steamer, the name of which he does not know, collided with his junk, cutting it in two. His wife and his own nephew were drowned. The steamer did not stop though he hailed it. He estimates his loss at \$3,000.

## A STREET SENSATION.

The police report of a peculiar incident, which happened near the Clock Tower on Tuesday afternoon, when a woman, who seems to have gone mad, threw her child in the street, states that the woman when spoken to by a European policeman could not give an account of herself. The officer attempted to take her to the Police Station, but she struggled so much that she had to be conveyed on a stretcher to the Station, whence she was removed to the hospital. She died there a few hours after being admitted. The child, who had been thrown into the side channel of the street, had a wound on its head.

## PROSECUTION OF STOWAWAYS.

The case against the four Chinese who stowed away on the s.s. *Changsha* and who were brought back to Hongkong on the s.s. *Guthrie*, which has been remanded week after week for nearly three months, was heard before Mr. Irving at the Magistracy yesterday. Two of the four men, who were on bail of \$1,000 each, did not appear. Mr. R. P. C. Master appeared in support of the prosecution; and mentioned that the ship had been fined \$300 in Australia on account of three stowaways getting clear from the ship. The first defendant was fined \$600 or five months' imprisonment with the addition of one month's hard labour, and the second was fined \$300 or three months' imprisonment with one month's hard labour in addition.

## "THE COOK."

The variety entertainment on Friday and Saturday next at the Theatre-Royal is of the high order that has been maintained at the Palace Theatre, Mt. Austin, during the season. Amongst the items to be produced is a song and dance by a local composer which is likely to be the hit of the year. There will be alterations in the variety programme each evening. It is interesting to hear that in "The Cook" the modern Chinaman will be represented on the stage. This will be the first time for 4,000 years that he has been portrayed without a queue. It is advisable for those who have booked seats to take up their tickets as soon as possible, otherwise they will be sold two days previous to the performance, as per notice at the booking office.

## TYPHOON WARNING.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 12.40 p.m. yesterday:—

"Cyclone or typhoon over the western Visayas moving W. or W.N.W."

"Cyclone or typhoon over the Pacific Ocean, about halfway between the Mariana Islands and the Loochoos moving N.W. or N.N.W."

## DR. MORRISON'S DEPARTURE FROM LONDON.

Dr. Morrison, the Political Adviser to the President of the Chinese Republic, left Victoria with Mrs. Morrison at 11 o'clock on the 22nd ult. for Peking. Among those present to bid them farewell were the Chinese Minister and Sir John McLeary Brown, together with a small number of relatives and private friends. Dr. and Mrs. Morrison intended to spend a couple of days in Paris and a day or so in Berlin, whence they will proceed to Moscow. From there they will travel to Peking, where they are expected to arrive in about 17 days.

## SUPREME COURT.

Wednesday, October 16th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUNISH JUDGE).

QUESTION OF CONSTRUCTION OF A DEED OF TRUST.

The hearing of the summons for determining certain questions under the deed of trust of the Zoroastrian Charity Fund was continued. The plaintiffs were M. P. Talati, D. K. Sethna and A. B. Avasia, and the defendant, H. K. Erani.

Mr. C. G. Alabaster and Mr. Eldon Potter, instructed by Mr. H. W. Looker (of Messrs. Deacon, Looker & Deacon), appeared for the plaintiffs, and Mr. F. C. Jenkin, instructed by Mr. G. K. Hall Brutton, for the defendant.

Mr. Jenkin submitted that the proper method of considering this deed, before taking the questions one by one, would be to take the deed in its entirety and see if they could not gather from it as a whole what were the powers of the trustees and the powers of the rest of the community. Therefore, he would, with his Lordship's permission, take him through the deed—which would be a rather painful process—from beginning to end, and point out to his Lordship the powers of the trustees: those things which the trustees must do; those things which the trustees may in their discretion do; and those things which were absolutely prohibited. He submitted that his Lordship, up to the present, had only had a superficial glance at the deed, which, when taken in its entirety, was so full that it left nothing to be provided for.

The hearing was further adjourned.

## MYSTERIOUS ROBBERY OF SPECIE.

We understand that some time after the arrival of the str. *Hongkong* in port it was discovered that two boxes of specie had disappeared. Appearances tend to suggest that the robbery occurred somewhere between Pakhoi and Hongkong. There were originally nine boxes of specie in the strong room. There are no indications as to how the boxes were removed. Suspicion has fallen upon the quartermaster and a seaman, who have disappeared.

## RAIDING OPIUM DIVANS.

Police Sergeant Gerrard placed eleven men before Mr. Melbourne at the Magistracy yesterday, one charged with keeping an opium divan, and the others with frequenting it. The first defendant said he used to keep an opium divan, which had been closed and for this he had received compensation from the Government. He now sold opium and had a licence to do so.

Sergeant Gerrard said this did not allow the man to have men on the premises smoking opium.

Mr. Harris, who appeared for the first defendant, said the man could have the whole Colony on his premises if he liked.

Sergeant Gerrard replied that he must not sell to them.

Mr. Harris affirmed that he could have as many men as he liked on the premises if no fee was charged for the use of the pipes and the lamps. The man was at liberty to sell opium and when he had friends in the house he could lend them pipes and lamps if he wished.

Sergeant Gerrard said that he might as well say that he could go to a confectioner's shop, buy a bottle of whisky and drink it in the shop.

Mr. Harris said there was nothing to prevent him going to the back of the shop and "having one" with the confectioner after buying the bottle of whisky. The case was dismissed.

## ARMS AND AMMUNITION FOR CANTON.

It is stated that, during the late Taching dynasty, an order was placed with Messrs. Carlowitz & Co., Shanghai, Canton, for the supply of a certain quantity of arms and ammunition; the order being given by Mr. Chang Ming-ki, the last Viceroy of Canton, who paid the first instalment of the amount due. Governor-General Wu Hon-han has now instructed the Canton Commissioner of Finance to enter into an agreement with the firm referred to and take over the arms and ammunition in question. The balance due on the contract, together with interest to the end of June, amounts to \$522,629, and it has now been arranged that this will be paid in five instalments, bearing interest at the rate of 7 per cent., as from the 15th of August. The first instalment was paid on the 1st instant, the amount being \$122,629, so that the remaining four instalments will be payable in round sums of \$100,000 at a time. The arms and ammunition will be delivered as each instalment is paid.

A Chinese was at the Magistracy yesterday fined \$25 for setting up a hair factory without the written permission of the Sanitary Department, at Tung Lo Wan. The premises were ordered to be closed within 24 hours.

## TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

TURCO-ITALIAN PEACE.  
PEACE COMPACT CONCLUDED.

LONDON, October 16th.

The Turco-Italian peace has been signed at Ouchy.

LATER.

It is understood that the Turco-Italian Treaty includes the immediate withdrawal of the Turkish troops and the Italian evacuation of the Aegean Islands. Italy pays an annuity as an indemnification of Crown lands payment, and a share of the public debt. The Treaty also provides for the retention of the judicial jurisdiction of the Sultan over Moslems; and an amnesty for the islanders who revolted.

It is expected treaty will be known as the Treaty of Lusanne and will be signed at the end of the week.

Turkey issues an Irade granting autonomy to Tripoli, and then an Italian decree will establish Italian sovereignty.

The conclusion of peace is regarded with much satisfaction by all the European Chancelleries as Italy will now be enabled to rejoin the European Concert and strengthen its efforts to restore peace in the Balkans.

## THE BALKAN EMBROGLIO.

LONDON, October 16th.

TURKEY AND GREECE.

Reuter's correspondent at Athens wires that reconnaissances made by aeroplane and cavalry show that the Turks have abandoned their positions on the Thessaly frontier and withdrawn to the villages of Sorovitch and Servia. It is believed that they number 50,000.

CRETAN VOLUNTEERS.

The staff of the Turkish Legation has booked berths by Wednesday's steamer for Constantinople.

The Greek warships are manned ready for sea.

Eight thousand armed Cretans are in readiness to enrol on the commencement of hostilities.

DIPLOMATIC MOVEMENT.

A message from Constantinople states that the Turkish Ministers at Sofia and Belgrade have been instructed to return to Constantinople owing to the lack of deference in recent Notes. The Minister at Athens has been recalled owing to the Cretan deputies having been admitted to the Greek Chamber.

This does not necessarily imply a rupture in the diplomatic relations as the Porte has not handed passports to the representatives of the Confederacy here.

TURKISH GOVERNMENT MUTE.

A message from Constantinople states that the Turkish Government has decided not to reply to the Note of the Confederacy or to the Greek ultimatum.

THE FIGHTING AT RISTOVATZ.

Reuter's correspondent at Belgrade wires that it has been officially announced that the fighting at Ristovatz ceased on the night of the 14th instant without further loss to the Serbians.

SUGGESTED EUROPEAN CONFERENCE.

The British Foreign Office on Wednesday night received a proposal from France for a European Conference with regard to the Balkans. The proposal is receiving earnest attention.

MONTENEGRIN VICTORIES.

Prince Peter of Montenegro has telegraphed to his old school at Heidelberg: "Splendid victory: 10,000 Turks captured with artillery."

MONTENEGRINS CAPTURE FORTRESS.

Reuter's correspondent at Podgoritz wires that the fortress of Houm between Tuzi and Scutari surrendered to the Montenegrins yesterday evening.

The Garrison included 62 officers.

THE TURF.

THE CESAWEITCH HANDICAP.

LONDON, October 16th.

The betting at midnight on the Cesaewitch Handicap is as follows:—9 to 2 against Balseadden, 100 to 14 Tootles, 10 to 1 Rathlea, 100 to 7 Mushroom II., 100 to 8 Tullibardine, 20 to 1 Donnithorne and Equitable, 25 to 1 Winthrop and Rot's Pride, 100 to 3 Benedictine and 50 to 1 Fort.

[THROUGH REUTER'S AGENCY.]

THE ATTEMPTED ASSASSINATION  
OF MR. ROOSEVELT.

SHOT IN THE CHEST.

MR. ROOSEVELT IN HOSPITAL.

LONDON, October 16th.

Reuter's Milwaukee correspondent telegraphs that the bullet has been extracted from Mr. Roosevelt, who afterwards proceeded to Chicago. There is now no danger from the wound.

Mr. Roosevelt at the operating table talked politics to the surgeons. The bullet was lodged in the wall of the chest. He left the hospital at 11.30, walking without assistance. He said he was feeling fine. His assailant is a Bavarian saloon-keeper named Schrank, who is supposed to be crazy. He confessed to following Mr. Roosevelt for weeks waiting for an opportunity to slay him.

A later message from Chicago reports Mr. Roosevelt's arrival there. He is resting. He suffered no discomfort on the journey.

LATER.

Reuter's correspondent at Chicago telegraphs that the wound is three inches deep. The bullet has not been extracted. Mr. Roosevelt's exceptional muscular tissue saved his life. He will be in hospital for ten days.

It has been decided not to probe at present for the bullet in Mr. Roosevelt, which has grazed his liver and lungs.

His escape is regarded as marvellous, and is largely due to his magnificent physical condition. Tetanus antitoxin has been injected.

## THE CHINA LOAN POLICY.

MR. CRISP'S CRITICISM.

A NEW BANK OF CHINA PROPOSED.

LONDON, October 16th.

Mr. Birch Crisp, speaking at a meeting of the Anglo-Russian Bank, which henceforward is to be named the British Bank of Foreign Trade, criticised Sir Edward Grey's action with regard to the Sextuple Loan question. "He said that he and his associates were prepared to supply money, if Great Britain pressed the Boxer claim."

He outlined a scheme to constitute a Bank called the Bank of China with a capital of \$2,000,000, half subscribed by the Chinese Government and half by, say, England, France, Germany, Russia, and America. He added that Japan's pretensions in China should not be encouraged. The bank would take in hand the currency problem. Mr. Crisp concluded by saying that they sought no monopoly and would be grateful for any support from their respective Governments, but they were not prepared to submit to Government dictation when such submission would exclude England from her proper place and benefits from her intercourse with the Chinese.

## CHINESE AND TIBETANS.

RENEWED FIGHTING.

LONDON, October 16th.

A message from Simla states that renewed fighting is reported from Lhasa, the Tibetans attacking their pro-Chinese compatriots at Tengayling Monastery and General Ching's small Chinese escort who are assisting in their defence. The Tibetans have already lost over 100 men.

## MT. LYELL MINE DISASTER.

LONDON, October 16th.

A message from Launceston states that 17 bodies have been recovered from the North Lyell mine, and the rescuers have ascertained that 61 miners are still alive on the thousand foot level, which it is hoped will be reached shortly.

Twenty-eight men are still missing.

## THE HOME RULE DEBATE.

LONDON, October 16th.

The first day of the Home Rule debate was peaceful in the extreme, and the "guillotine" fell at the appointed hour without incident.

Malacca Rubber Plantations.—An interim dividend for 1912 on all the Ordinary and Preference shares at the rate of 9s. per share, free of tax, will be paid on October 17th.



## THE SIX POWERS' POLICY.

## A REPUBLICAN MANIFESTO.

## CHINESE POSITS FOR CHINA.

The following "Manifesto to Our Citizens," signed by the Republican Party, the Nationalist Party, the Nationalist Association and the Republican Construction Debating Society, appears in all the Chinese newspapers (of Shanghai).

The Six-Power Banking Syndicate, seeing that the conclusion of our new loan in London will prejudice their policy of a monopoly, and being at a loss to find words to embarrass us, owing to the Chinese Government having declared in advance its intention to borrow elsewhere, has resorted to the lowest of base actions, by telegraphing instructions to all its branches in the provinces to refuse to exchange or transact even an infinitesimal part of the London Loan of £10,000,000 of our Government, with a view to causing stagnation and alarm in our money market. Their intention may be said to be treacherous and cunning. The fact that the Six Nations' Banks are doing business in China does not necessarily mean the transfer of all the gold and silver from the said nations to China. Exchange of gold and silver is done scarcely otherwise than through the medium of paper, thus converting gold pounds into Chinese silver taels. But half of these silver taels is composed of fixed deposits by our merchants and people.

Now the Six Nations' Banks, in stopping the free exchange of gold and silver in order to cripple our monetary potentiality, are, as it were, using the weapons of our merchants and people to destroy our nation. If our citizens do not wake up and comprehend this at once, what different meaning can there be than that they are destroying their own nation?

Have you ever considered this since our country promulgated republicanism? Why is our political administration not yet wholly centralized, our provincial order not yet wholly restored, and the surplus of our troops not yet wholly disbanded? And why have the homeless people not yet wholly resumed their vocations, and why has the commerce not yet fully recovered its activity? It is owing to the evil effect resulting from the Six Nations' Banking Syndicate's monopolizing policy. If the loan had been concluded, there would be no such delay; and the longer the delay the more crippled will our finances be, and the worse will commerce suffer, to the detriment of both Chinese and foreign merchants.

Various stratagems. We learn that recent actions taken by the said Syndicate, by means of which they aim at monopoly and relentlessness in their attitude, enough to cause our hair to bristle with anger. After the suspension of the loan negotiations, the French representative said that we could not manage to tide over three weeks, while the American representative estimated that, allowing China the fullest credit, the Chinese Government could not obtain more than Tls. 6,000,000. When small loans were being concluded, various stratagems were banks and them. When there were banks and them, foreign firms advancing money to China, various means were devised to prevent them. The worse of all was that even in one instance in which our Government required the insignificant amount of Tls. 10,000, means were found to frustrate its payment so as to embarrass our Government.

Now, please consider that if, even now, when the loan is not yet concluded, so firm a grip can be exercised, what more kind of tyrannical treatment may we not expect in future when the loan is concluded, can be easily imagined.

This time for the exchange of the first instalment of £300,000, we are gratefully indebted to the Chartered Bank of India, Australia and China; otherwise, our aim would be an incurable one, and what danger our country might be in would be obvious to all.

The incident of the bank-note. The intercourse between international merchants and people should be cordial and friendly, and there should be no mutual good feelings. Whoever benefits the country him we trust and esteem. But as to those that injure our country, our person and our commerce, why should we continue our intercourse with them any longer, much less to send our deposits to the said banks so to utilize them as to endanger our nation. Certainly, patriots cannot endure doing so.

We remember that during the last month of last year (January-February, 1912), the Hongkong and Shanghai Banking Corporation refused to accept a bank-note issued by the Bank of China. Shortly afterwards, a person who purchased something at Yung Hsing, Canton, returned to the shop at Fookchow Road, and the shop a Wayfoong note, which was promptly returned, to the surprise of that person. When asked why he refused to accept the note, the shopkeeper said, "As Wayfoong does not accept notes of our country, we will not accept theirs." Such intense patriotic feeling of the Cantonese is worthy of our admiration and tears and worship.

A FINAL EXHORTATION. The incident of the bank-note is a matter of little consequence. But at present the long question, affecting the vitality and stability of our country, is being monopolized by the Six-Power Group, the ill-effect from which will be similar to that of throttling our throat and stopping our food. It is a far more serious case than that of the bank-note. Our merchants and people, it is hoped, with the exception of those who have had dealings with the six nations' banks for years, to whom it may be all withdrawal to break off at once, may all withdraw from their deposits, if they have any, from the Hongkong and Shanghai Banking Corporation, the Yokohama Specie Bank, the Deutsch-Asiatische Bank, the Banque de l'Indo-Chine, and the Russo-Asiatic Bank, and deposit them with those banks that benefit our nation. Thus, by a single stroke you will not injure yourselves, but you will benefit your nation, and avoid destroying your own country.

Such action seems to us only the dictation of a sense of justice. Our brothers should rise to this, without permitting the intervention of the slightest hesitation.—N.C. Daily News translation.

## MR. BIRCH CRISP'S RECENT STATEMENT.

## ACTION BASED ON DR. MORRISON'S ASSURANCES.

The interview by a representative of Reuters' Agency with Mr. Crisp, in which the latter reluctantly consented to give a detailed account of the Chinese loan negotiations, is reported in the Home papers as follows:—

I was approached with regard to the raising of a Chinese loan for £10,000,000, but before considering the communication I went to the Chinese Legation, where I met Dr. Morrison, to whom I stated my belief that China could provide security for a £10,000,000 loan and that the honesty of China, which had become a tradition, made me of opinion that the loan should be given. Nevertheless, the loan should be given further in the matter without Dr. Morrison's support. The assurance that I received from him, the greatest living authority on China, satisfied me that the transaction was one in which the British investor would gladly participate.

My inquiries in the City assured me of such support as made the completion of the negotiations certain. City people regarded the loan not only as affording the London market an opportunity of taking on hand a remunerative business, but they also believed that its completion would do something to restore British prestige in the Far East. Having acquired these assurances of financial support, I went to the Foreign Office and informed the official in charge of the China Department that my firm contemplated concluding a contract with China. The matter was discussed with great care on both sides. I was assured that outside the recognized Six-Nation group it would be impossible for any one to raise a loan for China. I replied that to my own knowledge there were at least five groups that would gladly undertake the transaction. I was then informed that the Foreign Office was committed to affording its diplomatic support to the Hongkong and Shanghai Bank and its associates, and that no other combination would be tolerated. It was further suggested that the Chinese Government was not likely to disregard the advice tendered by our Minister in Peking upon the matter, and that Sir John Jordan would advise Yuan Shih-kai and the Chinese Government not to enter into any contract such as that contemplated. I was further told that I had better regard the business as quite hopeless and incapable of completion.

## DECISION TO PROCEED WITH THE LOAN.

It seemed to me that the official estimate of the facts was so deplorably awry that I was not called upon to refrain from the business for the reasons stated, and I suggested that the Foreign Office should write me a formal letter asking me, for reasons of State, to abstain from the negotiations. In negotiations concerning a loan affecting another country a similar situation arose and I received a letter in this sense. Had I in this matter also received a similar letter, I would have abandoned the transaction. The verbal reply given to me, however, was that as the Foreign Office possessed no means of enforcing its views upon me I was free to act as I thought fit. As I was free to act and knew full well that China would not repudiate the contract, the same was duly completed, being, in fact, signed at 8 p.m. on August 30th. Early the following morning I left London and remained abroad for ten days.

On my return I was invited to go to the Foreign Office, where I was told that the contract would most undoubtedly be repudiated by the Chinese Government. To this view I demurred, as it did not correspond with the information at my disposal. Moreover, I sought to make it clear that the London parties to the contract were absolutely bound, as contracts, once made, could, according to the practice of the City of London, only be abrogated by mutual consent. Then I suggested that, in view of later developments, the Foreign Office might care to write a letter to my firm desiring us to refrain from the execution of such a letter, as the possession of such a letter would justify me in approaching the Chinese Government on the question of the cancellation of the agreement. Again the Foreign Office declared its inability to write any letter. But a formula was found—namely, that my group would not proceed to the issue of the loan without first intimating to the Foreign Office that it contemplated such a step.

In due course a representative of my firm conveyed to the Foreign Office an intimation that the issue of the loan would be proceeded with. In the absence of any communication from the Foreign Office since that date it was clear to me and my friends that we must proceed under the contract. It would appear that the Foreign Office did not formally ask the Chinese Government to repudiate its contract. I do not suppose that any British Minister would ever undertake such an invidious task.

## AIR GUN FOR WARSHIPS.

## SHRAPNEL FIVE MILES UP.

The four armoured ships to be laid down for the British Navy this year will be fitted not only with overhead armour for protection against aerial attack but also with guns of high elevation for attacking aircraft.

The new gun is a combination of anti-torpedo craft and anti-aircraft weapon. When required for work against surface vessels it has a range of 13,000 yards (between seven and eight miles) with 311lb. shells, and the mounting is such that it can be given an elevation of nearly 80deg., at which angle its effective height is 9,000 yards (over five miles). At a distance of four and a half miles it can send its shell to a height of 13,000ft. For use against aircraft a new type of shrapnel shell will be covered by the anti-aircraft gun, and the flying fragments of the shell itself.

A smoke-producing powder is also enclosed in the shell to enable the gunner to see the accuracy or otherwise of his aim. The German Ehrhardt anti-aeroplane gun fires a shell of the same kind, which leaves a trail of smoke in its wake.

## CHINA'S NEEDS IN SILVER.

The writer of "The Week's Finance" in the N.C. Daily News says:—A rough estimate of the total of China's needs in silver—it cannot, of course be anything more—during 1913 may not be uninteresting. On a recent occasion a list of her liabilities was given on that list. By the end of this year China will have received, say, £2,000,000 in silver, and it is probable that a considerable portion of the soldiers' wages would have been paid. Of course, if the Six-Power Group arranged the loan, the payment of a large portion of the liabilities like the opium, Canton, and Nanking loans, and the advances made this year would be held over; and sums owing on the Belgian loan advances would be paid in gold. The indemnity payments would be made in gold, leaving the Customs revenue free to meet national expenditure. The interest on railway loans would also be met in gold, thus saving the Chinese Government losses due to exchange.

Thus the Chinese Government would be enabled to pay a portion of the soldiers' wages from revenue; and it would also be easier to adjust the deficit in the national budget. Therefore the sums needed in silver might presumably be as follows:—£2,000,000 to start the currency reform programme; £1,500,000 to pay the wages of soldiers and disband them; £1,000,000 to the different provinces for administrative reform; £1,000,000 to make part payments to the merchants who loaned money to the Republic and to redeem a portion at least of the Republic Bonds; £300,000 to commence work based on Mr. Jameson's scheme for famine prevention; £500,000 toward payment of indemnities in connection with losses suffered by merchants in Hankow and other places during the revolution.

Thus a payment of £6,000,000 in silver during the early part of 1913 should prove ample for the needs of the Chinese Government; and as to the balance owing in the country it is probable that China could meet it later on more favourable terms. It must be remembered that this amount paid to the Government would go into circulation in the country. With money in their hands people would purchase goods, i.e., imports, which are foreign. Naturally the silver comes into the market once again. It is always a rule that money draws money. The circulation of such a large sum of money would naturally draw out a portion at least of the hoards that are lying idle on account of the general want of confidence.

Thus the natural result of the payment and circulation of £6,000,000 in 1913 would seem to be to bring back to the market at least £10,000,000 by the end of the year. And as payments are being made gradually so will silver flow back gradually. What then is the deduction? Silver will become cheaper day by day as more and more of it flows back; and the payments to be made in 1914 out of the gold loan could easily be made on considerably more favourable terms than in 1913. Again, the placing into circulation of such a large amount of silver in one year would have the natural result of expanding trade, which is now very restricted from want of funds. Further, where there is plenty of money abundance of credit follows. So the import trade should have a boom after a number of bad years.

But it may be remarked that if crops are good, money coming into the market on account of the import trade may most likely be swallowed up by payments toward export goods. To a certain extent this is correct; but it must be remembered that imports into China at present are in excess of exports, although at present the position is not as bad as in 1905 or 1906, when exports were about half of the imports. So there would always be a residue of silver, helping towards keeping down an undue inflation of prices. After a lapse of years, perhaps, when the country is more fully opened up with railways or other means of communication, exports and imports may balance each other. But such a consummation is far beyond our present calculations.

## THE HEAD OF THE TABLE.

A correspondent says:—I noticed in an American paper of recent date, a controversy over the saying "Where Macdonald sits, there is the head of the table." Some people claim that the boast was made by, and the credit belongs to, the Macgregors, while others are equally as sure that it was Macdonalds who originated the saying. As a matter of fact, however, it was a Macdonald who made the statement famous. James Logan, in his History of "The Clans of the Scottish Highlands," in an article on the Gleanings of the Clans of the Macdonalds, says:—"At the Castle of Aros, the Lords of the Isles held their Parliament and passed the royal decrees, which distant tribes were bound to respect. The simple form by which important rights were conveyed by these Princes was by handing charter, following briefs in translation from the original Gaelic: 'I, Donald, the chief of the Macdonalds, sitting on the hill of Dun Donald, give the Macdonald a full right to Kilmanagham from this day till Jo-morrow and so on forever.' A lesson was afforded by one of these lords, which might greatly benefit some sticklers for precedence. He had, at a banquet, been placed on his take at the bottom of the table, on perceiving which considerable emotion arose among the company, who dreaded the consequences of the supposed indignity, but the great Cannanmigh (head of his race) speedily allayed their apprehension by exclaiming emphatically: 'Where the Macdonald sits, know ye, gentlemen, that is—the head of the table.'—Strait Times.

## PORTUGUESE FAR EASTERN STEAMSHIP SERVICE.

The Portuguese Minister for the Colonies, says a Lisbon report, going to request all the shipping companies who carry on the service to Southern India and the lands of the Southern Pacific Ocean to submit proposals for the establishment of a regular steamship service between Lisbon, Portuguese India, Macao, and Timor. The service might, if necessary, be organized by transhipment. This service could be combined with those contemplated for the Portuguese Colonies of Eastern and Western Africa.

## THE REPUBLIC OF CHINA.

## DR. SUN YAT-SEN ON THE SITUATION.

At the World's Students' Federation in Shanghai last week, on the occasion of the celebration of the first anniversary of the Republic, Dr. Sun Yat-sen was the centre of attraction. When Dr. Sun rose to address the assembly, his commanding personality brought forth a popular applause, says the China Republican. He spoke in clear incisive tones and his delivery was convincing.

Dr. Sun said:—To-day we gather together to celebrate the first anniversary of the Revolution which has given birth to the Republic. While we should recall with pride the success of this memorable event, we must not forget that spirit of patriotism and sacrifice which rendered the overthrow of the former dynasty possible. For the last few years repeated attempts had been made in Yunnan, Kwangsi and other places in the south, which served to keep burning the light of freedom and the hatred for alien rule. This sentiment increased with each outbreak, until in the early part of 1910 an open attempt was made to capture Canton by the garrisons. It failed as other similar attempts had failed before, but the sentiment grew stronger still. On the 19th of the 3rd moon the following year, another attempt was made in the same city, and this time the failure was attended with heavy losses. So many were killed that the whole country was shocked, and the feeling against the Manchus became almost national.

This day last year I was in Denver in the United States. About three weeks before I received a telegram from General Wang Hsing, but as my private code was in the luggage which travelled before me, I could not decipher it, and as soon as I arrived at Denver, I deciphered the cable to the effect that the troops in Wuchang were ready for an outbreak and urged me to raise large sums of money for the war funds.

I had no money and I did not know whether it would be advisable for the troops in Wuchang to start yet. It was already in the evening, and as I was tired out with the journey, I decided to go to bed and think over the matter again in the morning when my brain would be clear. I overslept myself and when I went down to the dining room for breakfast it was already eleven o'clock. I fast to a paper to read, and I saw the telegraphic columns, and I saw the words "Wuchang Captured," in big letters staring at me. Then I was saved, the trouble of deciding whether the time for the outbreak was ripe or not.

## PREVAILING PESSIMISM.

What was the prospect of the country a year ago? Surely it is much brighter now, and yet many people are very pessimistic, and among them the students form the majority. The reason why the students should entertain such pessimistic views about the nation is not far to seek. They have been abroad, and seeing the military and naval strength of the foreign countries, they almost despair for China, that has scarcely any army and navy worth mentioning. They shake their heads, they express pessimistic views, and the people, whose opinion is moulded by the student class, become afraid. The people fear the foreigner, and fear engenders a feeling of hatred. This prevents the country from being thrown wide open and as a result it remains undeveloped, which is the cause of China's weakness.

Are the students right in holding such pessimistic views? No, decidedly no. They know only a few great nations and think they constitute the world. They are under the impression that only those countries that can boast of many Dreadnoughts can hope to remain as independent nations. There they err. There are only five or six of them, and they are not nations, there is also such a thing as humanity and justice. A spirit of patriotism and sacrifice is the strongest armament of a nation, and where such a spirit prevails the nation will remain. To illustrate, I will recall an historical event which happened about ten years ago. In the south of the dark continent, there were two small republics with a population of about 400,000 men. Great Britain wanted to include the little republics in its South African colony and two divisions of troops were despatched to conquer the places. The British soldiers met with reverses after reverse, until it was necessary to place about 400,000 soldiers in the field. The Boers were simple farmers, and they were determined to sacrifice their lives for their country, and the war did not conclude till after two years of struggle. This opened the eyes of those nations who harboured thoughts of absorbing the countries who happened to be weaker than themselves.

The Boers were able to resist the British, because, although few in number, they possessed the spirit of patriotism and sacrifice which was an irresistible force and the best armament of a country. Has China such a spirit? Yes; see those who laid down their lives for the outbreak of the Revolution which we are here to celebrate to-day. Where such a spirit exists, there should be no room for pessimistic views. China has a vast population and if we preserve that patriotic spirit our nation will ever remain.

We depend on you to educate public opinion, and I trust you will perceive the danger of disseminating pessimistic views. We have no reason to be pessimistic; we have every reason to be hopeful. Already, to-day is far brighter than the same time last year. To-day, China celebrates the anniversary of her Revolution, next year I hope the world will join in the celebrations.

Dr. Wu Ting-fang also addressed the students a few words, and the joyous function was brought to a close. Lantern processions and patriotic theatrical performances brought a memorable day to a close.

## THE LOSS OF THE "DACRE CASTLE."

## A LOSS OF FIRST-CLASS IMPORTANCE.

The Times of the 18th ult. has the following to say regarding the loss of the Dacre Castle:

Messages from Formosa reporting the wreck of the British steamer Dacre Castle indicate a casualty of first-class importance, but one which, happily for the British markets, is likely to fall with greatest severity on New York.

The early news showed that the Dacre Castle had encountered a typhoon in Keelung Harbour, was driven ashore, and would probably be a total wreck; the latest private news, which arrived after business hours, showed that the vessel had broken her back and that the crew had managed to save themselves. The vessel was anchored when the typhoon occurred, but the cables gave way. Chief interest now centres in the cargo in the vessel at the time, which is sure to exceed the value of the hull. The Dacre Castle left Yokohama for New York on August 24th and Shanghai on September 12th. At Keelung, Formosa, she was to load between 300 and 400 tons of cargo, but it is not known whether this quantity had been shipped. Between the ports at which she had called she had loaded 4,900 tons of measurement cargo, which may well be worth anything up to £100,000 and £150,000. The bulk of this, however, is probably insured in New York, though some of it is certain to fall on London, while a little may be expected to be covered in Japan. The term "Japanese measurement cargo" covers a multitude of possibilities. It includes, as a general rule, such items as silk pieces and silk handkerchiefs, hides, horse-hair, matting, strawbraid, and when the vessel is bound to the States and not to this country, valuable green tea. It does not include copper ore, which is often sent to the United States and is one of the most costly descriptions of deadweight cargo. Happily, the vessel was not more than half-laden, for she was to have proceeded to Hongkong, the Philippines, and the Straits, picking up consignments on the way.

The ship, on which the managers—Messrs. J. Chambers & Co.—retain a handsome line, is valued at £48,000, a sum which is very far from being excessive for a vessel of 4,261 tons, built in 1908, such as the Dacre Castle. A little is done on "increased freights," but only a small proportion of the amount at stake. Altogether, therefore, the loss on underwriters on the hull and cargo and owners is likely to amount to nearly £200,000.

It is especially unfortunate that this vessel should have been the victim of the typhoon, for at the present moment there is a claim outstanding for services rendered when she stranded in the Suez Canal in May, while outward bound to the East. Underwriters, therefore, have to pay more than a total loss. But it may be of some consolation to them to remember that the Dacre Castle is the first steamer of this important ownership to be totally lost.

## THE HONGKONG-MANILA CATTLE TRADE.

The Manila Cattlewre of the 11th inst. contains the following report:—

The suit of George M. Lack against Frederick W. Taylor, director of the Bureau of Agriculture, for an injunction restraining the bureau from interfering with the landing of cattle imported from Hongkong, and to prevent the imposition of a quarantine on vessels bringing such animals into the port, came up yesterday morning before Judge A. S. Crossfield, of the court of first instance, and occupied the entire day.

Practically all of the interested officials of the bureau were in court, including a number of veterinarians who were called to testify as to the necessity of a quarantine of vessels such as was contemplated by the bureau should the steamship companies accept for shipment cattle from Hongkong.

Except for the testimony of Dr. Baker, assistant chief veterinarian of the bureau, practically all of the evidence was against the necessity of any quarantine. Dr. Baker stated that he considered a quarantine and a thorough fumigation of the ship necessary should it arrive here with diseased cattle on board.

The most important feature of the testimony was that of Mr. McPherson, shipping manager for Smith, Bell & Co., steamship agents. Mr. McPherson said that he had taken up with the bureau officials the question of shipping cattle from Hongkong to Manila, both verbally and in writing, and that from his inquiries he had gained the impression that his Company's vessels would be placed in quarantine should they arrive in port with cattle from Hongkong, such quarantine not to extend over a longer period than two days.

## EXTERMINATING RATS IN THE LONDON DOCKS.

Dr. Herbert Williams, the Medical Officer of the Port of London, states that during the year a systematic bacteriological examination has been made of rats from various docks. Of 1,250 rats, only one was found infected with plague. No case of plague or suspected plague had been reported during the year on any vessels arriving in the port. The extermination of rats in the port began in February, 1901, and since then 695,292 have been destroyed.

## INTIMATIONS

## ECZEMA A TORTURE HE DREADED NIGHT

Sleep or Rest Out of the Question: It Was Unbearable, Rash Formed into Blisters, Cuticura Soap and Ointment Thoroughly Cured Him. Also Cured Daughter of Eczema.

"I suffered with eczema for weeks and months. Those who have never suffered with it cannot imagine the feeling, the dread of the night coming on, as sleep or rest of any kind was out of the question, the torture being both agonizing and unbearable. It would make its appearance in a rash, spreading itself into bright patches, often forming into blisters, at times with most terrible heat as night came on. I found it useless to retire to rest, as that was the worst part to encounter, it always then being at its full height. I tried in vain all sorts of so-called remedies which gave no relief, until advised by my daughter to try the Cuticura Soap and Ointment, and following the directions carefully, I must admit the result was most marvellous. They completely cured me and thanks to the Cuticura Soap and Ointment, I am as before the old comical, without spot or blemish. I offer them my heartfelt gratitude for such a speedy recovery. I cannot speak too highly of their merits, and I can vouch for myself and others to whom it has done so much good, for my daughter was also cured of eczema by the Cuticura Soap and Ointment." (Signed) Joseph Turner, 40, Lamerton Street, Deptford, London, Eng., July 13, 1911.

No other treatment for eruptions of the skin and scalp does so much or costs so little. A single hot bath with Cuticura Soap and Ointment is sufficient to afford immediate relief in the most distressing cases and permit rest and sleep when all else fails. A liberal supply of each with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; R. Towns & Co., Sydney; N.S.W.; Lensen, Ltd., Cape Town; Muller, Mecklen & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., sole props., Boston, U.S.A.

99.14.

## Chs. J. Gaupp &amp; Co.,

ALEXANDRA BUILDINGS, CHATEAU ROAD.

Always have on hand a very large complete stock of

## SCIENTIFIC AND SURVEYING INSTRUMENTS

Transits, Levels, Plane Tables, Prismatic and Sight-Compasses, Hand-Levels, &c., &c.)

## DRAWING INSTRUMENTS AND MATERIAL

(T Squares, Set Squares, Straight Edges, Scales, Inks, &c., &c.)

AGENTS FOR—

W. F. STANLEY & Co., LTD., LONDON.

E. R. WATTS & SON, LTD., LONDON.

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## OUR STUDY OF THE EYE

and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses. Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

## MAKE CERTAIN WE WILL TELL YOU.

CLARK & Co. 10, BLOOMSBURY CHURCH LANE, LONDON, W.C.1.

75



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P.O. Box, 55. Telephone No. 12.

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## NEW ADVERTISEMENTS

## NOTICE.

WE HAVE This Day Authorized MR. NORMAN CALBECK MACGREGOR to Sign our Firm by Representation.

CALBECK, MACGREGOR & Co.  
Hongkong, 16th October, 1912. [1227]

## CANTON-KOWLOON RAILWAY.

## NOTICE.

THE PUBLIC IS HEREBY NOTIFIED that on and from SUNDAY, 20th instant, Hot Breakfasts and other Meals and Refreshments may be obtained by Passengers Travelling by the Through Express Trains leaving Kowloon for Canton daily at 8.15 A.M. and 2.40 P.M. from Canton to Kowloon by the 7.45 A.M. and 2.55 P.M. Trains.

By Order,

H. P. WINSLOW,

Manager.

British Section,

Canton-Kowloon Railway.

By Order,

THE ADMINISTRATION,

Chinese Section,

Canton-Kowloon Railway.

Kowloon, 17th October, 1912. [1223]

## IN THE SUPREME COURT OF HONGKONG.

## ORIGINAL JURISDICTION.

IN THE MATTER OF THE TIENTSIN PRESS, LIMITED, Tientsin,

AND

IN THE MATTER OF THE COMPANIES' ORDINANCE OF HONGKONG

No. 58 of 1911.

NOTICE IS HEREBY GIVEN that

a Petition presented to the Supreme Court of Hongkong on the 11th day of October, 1912, for confirming a Special Resolution

reducing the Capital of the above-named Company from Tels 100,000 to Tels 70,000

is directed to be heard before the Chief Justice of the Supreme Court of Hongkong on the 15th day of November, 1912. Any Creditor or Shareholder of the Company desiring to oppose the making of an Order for the reduction of the Capital of the said Company under the above Ordinance should appear at the time of hearing by himself or his Counsel for that purpose and a copy of the Petition will be furnished to any Creditor or Shareholder of the Company requiring the same by the undersigned on payment of the regulated charges for the same.

Dated this 16th day of October, 1912.

JOHNSON, STOKES &amp; MASTER,

Solicitors for the above-named Company,

Prince's Buildings, Ice House Street, Hongkong.

[1229]

## THE "INDRA" LINE, LIMITED.

FOR BALTIMORE AND NEW YORK VIA SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"INDRAKUALA"

Captain A. H. Smith, will be despatched as above about the 5th November.

This Steamer has superior accommodation for a limited number of First Class Passengers.

FARE:

to BALTIMORE or NEW YORK, £35

Per Freight and Passage, apply to

JARDINE, MATHESON &amp; Co., Ltd.

Agents.

Hongkong, 17th October, 1912. [1230]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"NORE,"

Arrived Hongkong on 16th October, 1912.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

H. W. D. SHALLARD,

Acting Superintendent.

Hongkong, 16th October, 1912. [1]

## LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River etc. Small quantities handled and specially low rates quoted for large quantities.

## NEW ADVERTISEMENTS

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

## PROPOSED SAILINGS FROM HONGKONG.

FOR BALTIMORE AND NEW YORK.

S.S. "SAINT PATRICK"

On or about 14th Nov.

For Freight and further information, apply to

DODWELL &amp; Co., Ltd.,

Agents.

Hongkong, 17th October, 1912. [1191]

## THE AMERICAN AND MANCHURIAN LINE.

(BUCKNALL STEAMSHIP LINE, LTD.)

FOR BOSTON AND NEW YORK

VIA SUEZ CANAL.

THE Steamship

"CITY OF BARODA"

Captain Haughton, will be despatched from this Port on or about MONDAY, the 25th November.

For Freight and further particulars, apply to

THE BANK LINE, Ltd.,

General Agents.

Hongkong, 17th October, 1912. [1231]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 9.30 A.M.

All Claims must reach us before the 30th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,

MELCHERS &amp; Co.,

General Agents.

Hongkong, 16th October, 1912. [5]

## PUBLIC COMPANY

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIRST ORDINARY MEETING OF SHAREHOLDERS

will be held at the Office of the Undersigned on WEDNESDAY, the 23rd OCTOBER, 1912, at NOON.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd October, 1912, both days inclusive.

JARDINE, MATHESON &amp; Co., Ltd.,

General Agents.

Hongkong, 1st October, 1912. [1162]

## INTIMATIONS

MINISTERING CHILDREN'S LEAGUE.

Under the Patronage of

HIS EXCELLENCY THE GOVERNOR AND

LADY MAY.

A BAZAAR AND FANCY FETE will be held (by kind permission of Commandant and Officers Hongkong Volunteer Corps) on the Volunteer Parade Ground, on SATURDAY, 19th October, from 2.30 to 6.30 P.M.

MANY NOVELTIES SUITABLE FOR

CHRISTMAS PRESENTS.

3.30 P.M.—CHILDREN'S PLAY.

"Snowwhite and the Seven Little Dwarfs."

6 P.M.—CINEMATOGRAPE

ENTERTAINMENT.

If wet the Bazaar will be held in the Volunteer Head-Quarters.

Proceeds to be divided amongst various local charities for Children and the Hongkong Cot in the M. C. L. Home at Otterstow, Surrey.

No Chits Taken.

Admission:

Adults 20 cents. Children 5 cents.

Hongkong, 12th October, 1912. [1209]

## HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL

MEETING OF THE HONGKONG, CANTON

AND MACAO STEAMBOAT CO., LTD.,

will be held at the Registered Office of the Company, Hotel Mansions, Victoria, Hongkong, on TUESDAY, the Twelfth day of November, 1912, at 12 o'clock Noon, when the subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the Fifteenth day of October, 1912, will be submitted for confirmation as a Special Resolution.

That the regulations contained in the printed document submitted to the Meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby approved, and that such regulations be and they are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

By Order,

W. E. CLARKE,

Secretary.

Dated the 15th day of October, 1912. [1225]

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.

(TELEPHONE 97.)

## SPORTS SEASON 1912-13 SPORTS

FROM \$3.75 TO \$10.00 each.

THE GENUINE "MCGREGOR" \$10.00 EACH.

AS USED IN INTERNATIONAL MATCHES

FROM \$6.00 each. CRICKET BATS FROM \$3.00 each.

STUART SURRIDGE, SPALDING AND GRADDIGE.

\$1.00 to \$4.50 CRICKET BALLS \$1.00 to \$4.50

LEG-GUARDS, GAUNTLETS, BATTING GLOVES.

From \$3.00 HOCKEY STICKS From \$3.00

SLAZINGER, JAUQUES AND BUSSEY.

HOCKEY BALLS, SHIN-GUARDS, RUBBER RINGS.

KNEE CAP BANDAGES WITH FELT PADS.

A LARGE SELECTION OF

TENNIS RACKETS, BALLS, ETC.

From \$3.75 GOLF CLUBS From \$3.75

BALLS, CADDY BAGS AND ACCESSORIES.

SPECIAL RATES TO CLUBS.

## LANE, CRAWFORD &amp; Co.

[51]

## WANTED

## WANTED.

A CHINESE PARTNER (Cantonese preferred), with Ten Thousand Dollars Cash, for an Established Business. Good opportunity for an energetic, Young Man.

Apply in first instance to—

R. A. S.,

Care of "Daily Press" Office.

[1221]

## WANTED.

LADY ASSISTANT Wanted by the

ROBINSON PIANO Co., Ltd.

Progressive Salary. Some Musical Knowledge desirable.

Apply to—

ROBINSON PIANO Co., Ltd.

Hongkong, 20th September, 1912. [1106]

## WANTED.

By a German Firm, a GENERAL OFFICE

ASSISTANT, with perfect Knowledge of the German and English languages.

Applicants with experience in Import or Export Business preferred.

Apply to—

Care of "A. B.,"

Hongkong, 11th October, 1912. [1199]

## WANTED.

BY MARRIED COUPLE TO SHARE

FURNISHED HOUSE on the Higher Levels.

Apply to—

"F. E. D.,"

Care of "Daily Press" Office.

Hongkong, 12th October, 1912. [1067]

## SITUATION WANTED.

BY EXPERT ACCOUNTANT, with wide

experience in Commercial Bookkeeping (English or German) and General Office Work, also in Ltd. Co.'s books.

Apply to—

No. 100,

Care of "Daily Press" Office.

Hongkong, 12th October, 1912. [1208]

## SITUATION WANTED.

BRITISH, 32, with 8 years' experience

in North China, speaks Mandarin, desires position as JUNIOR OFFICE ASSISTANT, TIMEKEEPER, OVERSEER, or any like position. Good Penman and Temperate.

References. Moderate Salary.

Apply—

Care of "Daily Press" Office.

Hongkong, 4th October, 1912. [1177]

## STOCKTAKING SALE

(FOR ONE MONTH ONLY).

## SILK FANCY GOODS

of all kinds

AT EXTREMELY LOW PRICES.

BARGAINS! BARGAINS! BARGAINS!!!

D. CHELLARAM,

55, Queen's Road,

Hongkong, 7th October, 1912. [1185]

## THANKS!

IF you do require a GOOD MEAL just

drop into the ALEXANDRA CAFE.

You can sit down without charge (i.e. Table Money). We have the most

complete arrangements for Ladies and Best Attendance on all.

There is only ONE BEAN, and that is made by the ALEXANDRA CAFE.

Hongkong, 16th September, 1912. [1089]

## BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000

RESERVE FUND ... £1,200,000

PROFITABLE ... £1,200,000

FOREIGN EXCHANGE and General

Banking business transacted.

CURRENT ACCOUNTS opened and

FIXED DEPOSITS received for 1 year or

shorter periods at rates which will be quoted on application.

WM. DICKSON,

Manager.

Hongkong, 12th April, 1912. [133]

NEDELANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)

Paid up Capital Fl. 14,905,350 (£1,242,112)

Reserve Fund Fl. 5,922,161,27 (£418,513)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS

THE WILLIAMS DEACONS BANK,

SWISS BANKING CO.,

BRANCHES AND AGENTS all over the

World.

THE BANK transacts every description of

Banking and Exchange business, receives money

in Current Account at the rate of 2 per cent. per

annum on Daily balances and accepts Fixed

Deposits at the following rates:—

12 months 4 1/2 per annum.

6 do. 3 1/2 do.

3 do. 3 do.

E. J. H. VAN DELDEN, Acting Manager,

No. 8, Des Voeux Road Central,

Hongkong, 7th August, 1912. [22]

## THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL, Yen 48,000,000

PAID-UP CAPITAL, Yen 30,000,000

RESERVE FUND, Yen 17,500,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at

Antung-Hsien

Calcutta

Canton

Changhai

Dairen (Dalny)

Fengtian (Mukden)

Hankow

Hongkong

Kobe

Liao-Yang

Lyons

Manila

Nagasaki

New York

Peking

San Francisco

Shanghai

Tientsin

Yokohama

Interest ALLOWED ON CURRENT ACCOUNTS

Deposits received for fixed periods at rates to be obtained on application.

TAKED TAKAMICHI,

Manager.

Hongkong, 3rd October, 1912. [443]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID







## WEATHER REPORT.

On the 16th at 12.00 noon.—The northern depression has deepened and passed Eastward to Hokkaido.

A strong anti-cyclone has formed rapidly over China, central to the N. of the Yangtze. The typhoon passed near Cebu last evening. Probably it is still travelling Westward.

No returns from Cebu or Iloilo this morning. Fresh monsoon is indicated along the E. coast of China, and over the northern portion of the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.

Hongkong & Neighbourhood ... N.E. gale.

Formosa Channel ... The same as Hongkong and Lamooka. No. 1.

South coast of China between the same as Hongkong and Lamooka. No. 1.

South coast of China between the same as Hongkong and Lamooka. No. 1.

N.E. winds, moderate to fresh; cloudy, some rain.

## CHINA COAST METEOROLOGICAL REGISTER.

16th OCTOBER, A.M.

| Station.     | Barometer. | Temperature. | Humidity. | Direction. | Force. | Weather. |
|--------------|------------|--------------|-----------|------------|--------|----------|
| Vietstock    | 7a. 23.65  | 45           | 52        | W          | 1      | o        |
| Namur        | 6a. 23.59  | —            | —         | —          | —      | —        |
| Hakodate     | 23.62      | —            | —         | —          | —      | —        |
| Takio        | 23.85      | —            | —         | —          | —      | —        |
| Kochi        | 23.91      | —            | —         | SW         | 1      | —        |
| Nagasaki     | 30.03      | —            | —         | N          | 2      | —        |
| Kagoshima    | 30.02      | —            | —         | N          | 1      | —        |
| Oshima       | 30.01      | —            | —         | NW         | 1      | —        |
| Naha         | 30.01      | —            | —         | NNE        | 1      | —        |
| Ishijima     | 30.01      | —            | —         | N          | 2      | —        |
| Bonin Is.    | —          | —            | —         | —          | —      | —        |
| Choofoo      | —          | —            | —         | —          | —      | —        |
| Weihaeiwei   | 30.24      | 52           | 53        | NW         | 2      | o        |
| Hankow       | —          | —            | —         | —          | —      | —        |
| Kiukiang     | 30.36      | 55           | 56        | NE         | 3      | o        |
| Shanghai     | 30.23      | 51           | 79        | NW         | 1      | o        |
| Gutzlaff     | 30.18      | 88           | —         | N          | 4      | o        |
| Sharp Peak   | 7a. 30.15  | 73           | —         | ENE        | 4      | o        |
| Amoy         | 7a. 30.06  | 72           | —         | ENE        | 6      | o        |
| Satow        | 7a. 30.07  | 74           | —         | NE         | 3      | o        |
| Taihu        | 5a. 31.10  | —            | —         | E          | 2      | —        |
| Taiwan       | —          | —            | —         | —          | —      | —        |
| Kailashan    | 29.99      | —            | —         | NE         | 6      | —        |
| Pescadore    | 29.99      | —            | —         | NE         | 10     | —        |
| Yantai       | 9a. 30.14  | 71           | 62        | NNE        | 3      | o        |
| Hongkong     | 6a. 30.04  | 75           | 77        | N          | 1      | o        |
| Vict. Peak   | 7a. —      | —            | —         | —          | —      | —        |
| Gap Rock     | —          | —            | —         | —          | —      | —        |
| Macao        | 30.00      | 72           | —         | N          | 1      | o        |
| Wuchow       | 9a. 30.21  | 68           | 65        | N          | 3      | o        |
| Hohow        | —          | —            | —         | —          | —      | —        |
| Pakhoi       | —          | —            | —         | —          | —      | —        |
| Phu Lien     | 6a. 30.03  | 72           | —         | NE         | 4      | o        |
| Conrass      | 29.93      | 75           | —         | NE         | 2      | o        |
| C. St. James | 29.91      | 75           | —         | —          | —      | —        |
| Apariti      | 29.87      | —            | —         | E          | 3      | o        |
| Manila       | 29.79      | —            | —         | —          | —      | —        |
| Legaspi      | —          | —            | —         | —          | —      | —        |
| Baguio       | 9a. —      | —            | —         | —          | —      | —        |
| Cebu         | —          | —            | —         | —          | —      | —        |
| Labuan       | 29.94      | 78           | —         | —          | —      | —        |

T. F. CLAXTON, Director.  
Hongkong Observatory, October 16th, 1912.  
1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.  
2 TEMPERATURE, in the shade, in degrees Fahrenheit.  
3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.  
4 DIRECTION OF WIND, to two points.  
5 FORCE OF WIND, according to Beaufort Scale.  
6 STATE OF SKY, by blue sky, or detached clouds, or drizzling rain, or fog, or gloom, or hail, or lightning, or overcast, or passing showers, or equally, or rain, or snow, or sleet, or visibility, or wind (wob).  
7 RAIN IN inches, tenths and hundredths.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 16th

| Previous On    | Date On | Date   |
|----------------|---------|--------|
| Day            | at      | 2 p.m. |
| Barometer      | 29.92   | 30.04  |
| Temperature    | 73      | 74     |
| Humidity       | 70      | 77     |
| Wind Direction | East    | North  |
| Force          | 3       | 1      |
| Weather        | c       | o      |
| Rain           | 0       | 0.00   |

Highest open air Temperature on 15th... 81  
Lowest open air Temperature on 15th... 74

## HONGKONG TIDE TABLE.

From 17th to 23rd October, 1912.

| Days of Week. | Days of Month. | H'kong. Mean Time. | Height. | H'kong. Mean Time. | Height. |
|---------------|----------------|--------------------|---------|--------------------|---------|
| Thurs.        | 17             | No infer.          | high.   | 8 50               | 2 5     |
| Fri.          | 18             | m 0 24             | 6 8     | m 10 11            | 2 5     |
| Satur.        | 19             | m 1 45             | 6 5     | m 11 16            | 2 4     |
| Sun.          | 20             | m 3 47             | 6 3     | m 0 6              | 2 3     |
| Mon.          | 21             | m 5 13             | 6 3     | m 11 52            | 2 1     |
| Tues.         | 22             | m 6 14             | 6 4     | m 0 33             | 2 4     |
| Wed.          | 23             | m 7 49             | 6 5     | m 1 17             | 2 2     |
|               |                | m 8 0              | 6 1     | m 1 47             | 2 3     |

## ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE 1912. With INDEX. Price \$7.50.  
On sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong, 26th August, 1912

## THE LOSS OF THE "UMEGAKA MARU."

The Marine Insurance writer of the Times wrote on the 24th ult.:

There was a bad piece of news for the market yesterday afternoon in the report that the Japanese steamer *Umegaka Maru* had capsized and sunk in the harbour at Shimonoeki. The only comment the message contained was that the cause of the casualty had not been ascertained.

The *Umegaka Maru* is insured in the market only against the risk of a total loss, but the value of the policy is no less than £187,000. Shimonoeki appears to be more or less of an open roadstead, for the loading and discharge of cargo is done by lighters. Inquiries for rates of reinsurance quickly followed the receipt of news of the sinking, but underwriters had some difficulty in making up their minds what rate should be quoted. Finally 40 per cent. was accepted, though there were those who considered the outlook by no means cheery. September is usually regarded as the worst month in China seas—certainly the heavy loss last week of the *Daer Castle* during a typhoon at Formosa has not made underwriters regard the month with any more favour. The loss, too, of the Japanese steamer *Kono Maru* at the Pescadores last Wednesday has, naturally enough, been attributed partly to bad weather.

The *Umegaka Maru* appears to be a vessel of 3,272 tons, built at the Mitsui Bishi dockyard at Nagasaki in 1909, and owned by the Imperial Marine Association. She is employed as a troopship, which accounts for her high value. There was some hope expressed yesterday that the *Umegaka Maru* might prove to be a small vessel, of which there is no trace in this country, but this suggestion almost seemed to be a case of the wish being father to the thought.

For a precedent for the capsizing of a costly vessel in harbour it is necessary to go back to October, 1907, when the Hamburg-South American liner *Borussia* was lost at Lieben, together with an immensely valuable cargo of coffee. The sinking of the liner *Austral* in Sydney Harbour was a much earlier example.

Writing on the 26th ult., the same correspondent said:

At last the market yesterday received some official details of the accident to the valuable Japanese steamer *Umegaka Maru* at Shimonoeki, and could only find them thoroughly unpalatable. The capsizing of the vessel on Monday is, it is stated, supposed to have been due to the cover of a ballast tank having been left unfastened while the boilers and engines were being cleaned. Presumably this means that when a ballast tank was being filled the water rose through the aperture giving access to the hold above, which was open at the time causing the vessel to become unstable.

As for the prospects of salvage, the vessel lies on her port side in seven or eight fathoms of water, 500 yards from the shore in a strong tide, which makes it impracticable for divers to work more than three hours daily. There are no salvage appliances nearer than Kobe or Nagasaki, and with such a combination of unfortunate circumstances as is outlined above it is impossible not to think there is ample justification for the official comment that "the case looks bad." Even in shallow water in a sheltered harbour a vessel when lying on her side presents serious difficulties in the way of salvage. The case of the British ship *Talus*, of 2,000 tons, in February, 1900, was a successful example of salvage. The far more important and difficult case of the *fiasco* attending the attempted launch near Genoa, in 1907, of the Italian mail ship *Principessa Jolanda* was an unsuccessful example. The liner rolled off the ways on her side into mud, and through the accident and the subsequent efforts to save the vessel both owners and underwriters lost much money.

## A WIRELESS STATION FOR MANILA.

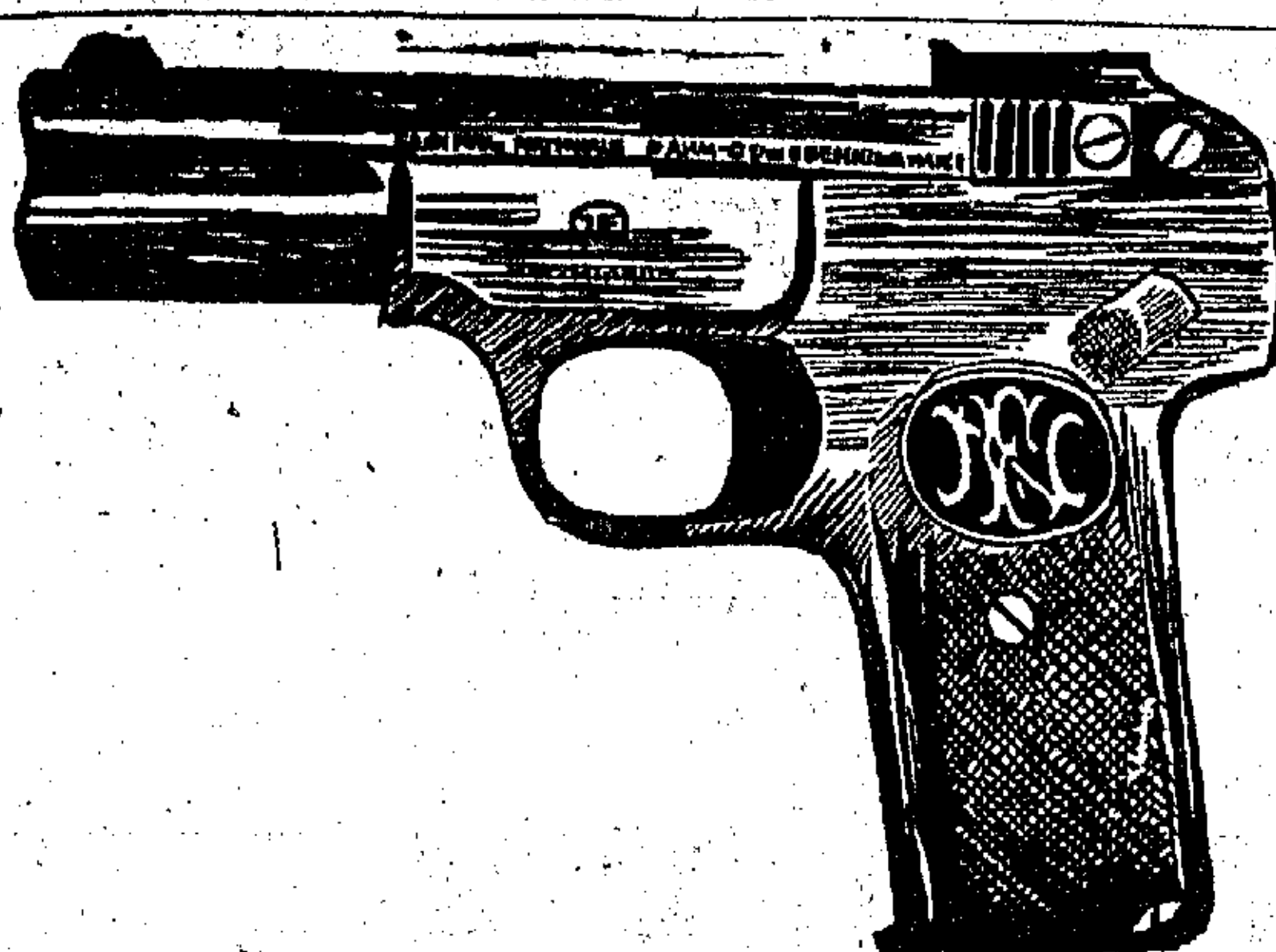
The Manila Times of the 10th inst. says:

The Government is contemplating the erection of a large and up-to-date central wireless station in Manila. The station with all appurtenances is to cost in the neighbourhood of 100,000 pesos and will be connected with all the wireless stations in the Philippines.

Commissioner Frank A. Branagan, who, in the absence of Secretary C. B. Elliott, has charge of the wireless board, when asked about the project this morning by a Times man, said: "Yes, we have been contemplating the erection of such a station and the members of the Commission have agreed on the proposition that a city of this size should have such a station. No plans have been perfected as yet, as we have not yet been able to get the full sum of 100,000 pesos together, but we have now about 57,000 pesos ready for the work and hope to get the remainder out of the revenues of the post office department."

"We have stations now at Puerto Princesa, Zamboanga, Davao and the penal colony, and think it advisable to connect all those places with Manila. We are erecting a station now at Cuyo, it having been thought that station would be necessary to connect Puerto Princesa with Iloilo, from where there would be direct cable connection with Manila. The station at Puerto Princesa, however, would, on occasion, connect with Zamboanga. The big central station projected here will be built in accordance with the plans of the wireless board, which provides for about 14 large stations and about 40 sub-stations all over the islands. We will be able to start work on this station here within a few weeks. The members of the Wireless Board are: C. B. Elliott, president; Lieutenant Colonel Scriven, Army, member; and Commander Jackson, who was designated by the President to take Commander Knepper's place. Captain L. D. Wildman is the recorder of the board."

## INTIMATION



Automatic rocket Pistol "Browning" 8 shots in 2 seconds, and ammunition to fit. MAUSER SELF-LOADING PISTOL, with HOLSTER, BUTT STOCK.

10 Shots in 2 seconds, and Ammunition to fit.

Descriptive Illustrated Catalogues from

SIEMSEN & Co., (MACHINERY DEPT.), 471 QUEEN'S BUILDING, PRAYA, HONGKONG.

## PASSENGERS' ARRIVED.

Per Hongkong, from Hoihow, Mr. Becker, Mr. Krusmann, Mr. Beauvais and Mr. Carpentier.

Per Vore, for Hongkong, from London, Mrs. Packham, Miss Packham (2), Miss Helen Lillie, Mr. P. Matheson, Mrs. Bock, Mrs. C. W. McKenny, Mrs. Bishop, Miss Bishop and 2 daughters, Mr. G. Watt, Mr. A. Nagga and Mr. J. W. McGuigan.

Per Naniur, from Yoyohama, for Colombo, Mr. R. C. Ellis; from Shanghai, for London, Mr. C. E. Sparke, infant, child and amah, Mr. and Mrs. W. Reeco, infant and child, Miss Thacker, Mr. P. F. Quinn, Mr. H. G. Clark, Mr. Ralph R. Brown, Mr. P. Gillon; for Gibraltar via Marseilles, Mr. and Mrs. J. Nolasco and 2 children; for Singapore, Mr. A. F. Punter.

## PASSED THE CANAL.

September 27th.—Bayern, Jason, Kleist, Konang St. Mishima Maru, Polyphemus, October 1st.—Carmarthenshire, Denbighshire, Erol, Himalaya, Hirano Maru, Lohian, Memnon, Stentor, Indradeo, Neleus, 4th—Nile, Nubia, Theseus, Epimont Castle, 8th—Alcinous, Me-nam, Schuykill, Telamachus, Estonia, Vladimir, 11th—Ajas, Antiochus, Australien, Bohemia, Braemar, Cathay, Glenlogan, Kaga Maru, Teenkai, Voronez, Yarek, Ocean Monarch, 15th—Brigadeira, Dardanus, Glenesk, Liberia, Myrmidon, Prinz Ludwig, Sardinia, Annam, Tanga Maru, Africa, Rheus.

## ARRIVALS AT HOME.

October 15th.—Carmarthenshire, Kanaw, Kono Maru, Memnon.

## JUST UNPACKED!

## "CLYTIE"

## LATEST SHAPES.

IMPROVED SHAPES. SANITARY HAIR GOODS. Fringed, Waved Mohair and Crepe. Hair Rolls, Hair Frames, New Turban, Round Bun Frame, Wavy Spring Frames.

Light Brown, Mid Brown, Dark Brown and Black, and Bandeau and Elegant Effective Hair Ornament.

## HOOSAIN-ALI &amp; Co.,

No. 14, Queen's Road Central, Corner of Zedrud Street, Hongkong  
Hongkong, 13th September, 1912. [50]

## GRACA &amp; CO.

PRUDER ST. (Hongkong Hotel Building), Dealers in POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.

Just Received a Fine Selection of FLOWER AND VEGETABLE SEEDS. 1152

## NOTICES TO CONSIGNEES.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "DELTA," Arrived Hongkong on 10th Oct., 1912. FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—From London, &c., s.s. "Marmora." From Persian Gulf, s.s. B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

H. W. D. SHALLARD, Acting Superintendent.

Hongkong, 10th October, 1912. [1]

## NOTICES TO CONSIGNEES.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA,"

Arrived Hongkong on 14th October, 1912. FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

H. W. D. SHALLARD, Acting Superintendent.

Hongkong, 14th October, 1912. [1]

EAST ASIATIC COMPANY, LTD., COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship "INDIAN" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, where delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 17th Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th Oct., at 9.30 A.M.

All Claims must reach us before the 24th Oct., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents.

Hongkong, 10th October, 1912. [1205]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "COBLENZ" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, where delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 21st Oct. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 21st Oct., at 9.30 A.M.

All Claims must reach us before the 28th October, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 14th October, 1912. [5]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship "GREGORY APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo including the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID, RASSOON & Co., Ltd., Agents.

Hongkong, 15th October, 1912. [892]



## NAPIER &amp; JOHNSTONE'S

## "SQUARE BOTTLE"

## WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

B E W A R E O F

IMITATIONS.

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & CO.,

and from ALL WINE MERCHANTS.

[82]

## NOTICES TO CONSIGNEES.

## "BARBER" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

The Steamship "MUNCASTER CASTLE."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 2.30 p.m.

No Fire Insurance has been effected.



**THE BANK LINE, Ltd.**

(ANDREW WEIR &amp; CO.)

REGULAR SERVICE FROM HONGKONG TO  
**VICTORIA, VANCOUVER B.C.**  
**SEATTLE & TACOMA.**

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

| STEAMERS             | SAILING      |
|----------------------|--------------|
| "LORD CURZON" ... .. | On 20th Nov. |
| "OCKLEY" ... ..      | On 17th Dec. |

To be followed by other Steamers of the Company at regular intervals. Callers at AMOI and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

**THE BANK LINE, LIMITED.**

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL.

**ORIENTAL AFRICAN LINE.****NEW LINE OF STEAMERS**TO  
**SOUTH AFRICAN PORTS.**

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... .. 3,000 tons ... .. Beginning of January.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and JAPANESE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

| FROM HONGKONG:      | FROM COLOMBO: |
|---------------------|---------------|
| 12th Oct. "SALAMIS" | 1st Nov.      |

For Rates and Further Information, apply to—

**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.**CONFERENCE-WEIR LINE.**

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.**"THE BIG 4" of the PACIFIC MAIL S.S. CO.**

| STEAMERS                           | TONS   | COMFORT. | FROM HONGKONG calling at     |
|------------------------------------|--------|----------|------------------------------|
| MONGOLIA 27,000 tons, twin screws  | 27,000 | COMFORT. | SHANGHAI, NAGASAKI,          |
| MANCHURIA 27,000 tons, twin screws | 27,000 | SAFETY.  | KOBE (via Inland Sea),       |
| KOREA 18,000 tons, twin screws     | 18,000 | SAFETY.  | YOKOHAMA and HONO-           |
| SIBERIA 18,000 tons, twin screws   | 18,000 | SAFETY.  | LULU (the Paradise of the    |
| NILE 11,000 tons                   | 11,000 | SPEED.   | Pacific) through Service via |
| CHINA 10,200 tons                  | 10,200 | SPEED.   | NEW YORK to Europe.          |
| PERIA 9,000 tons                   | 9,000  | SPEED.   |                              |

PASSENGERS HOLDING THROUGH TICKETS HAVE THE PRIVILEGE OF TRAVELLING BY TRAIN BETWEEN KOBE AND YOKOHAMA, FREE OF CHARGE.

SOME FEATURES OF SERVICE.

Individual Electric Reading Light in each berth and Electric Fan in each stateroom under passenger's control.

Swimming Tank

Band

Cuisine

Games and Amusements

Wireless and Submarine Signal Service

Bilge Keels

The Cost:

Is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

Are fitted to the Ships to prevent rolling at sea, thus ensuring steadiness and constant comfort.

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Are fitted to the Ships to prevent rolling at sea, thus ensuring steadiness and constant comfort.

**HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON. CANTON TO HONGKONG.

|                               |                    |                     |
|-------------------------------|--------------------|---------------------|
| THURSDAY, 17TH OCTOBER, 1912. | 8 a.m. "HONAM."    | 8 a.m. "HEUNGSHAN." |
|                               | 10 p.m. "FATSHAN." | 5 p.m. "KINSHAN."   |

FRIDAY, 18TH OCTOBER, 1912.

|                     |                   |
|---------------------|-------------------|
| 8 a.m. "HEUNGSHAN." | 8 a.m. "HONAM."   |
| 10 p.m. "KINSHAN."  | 5 p.m. "FATSHAN." |

**HONGKONG-MACAO LINE.**

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

**EXCURSION TO MACAO.**

SUNDAY, 20TH OCTOBER.

The Company's Steamship

"HEUNGSHAN"

Will depart from the COMPANY'S CANTON STEAMERS' WHARF at 9 a.m. and return from Macao at 3 p.m.  
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

**CANTON-MACAO LINE.**

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

**CANTON-WUCHOW LINE.**

S.S. "HAINAM," 588 tons, and S.S. "NANNING," 559 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**  
Hotel Mansions (First Floor), opposite the Blake Pier. [143]**SWEDISH EAST ASIATIC CO., LTD.**  
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| DESTINATION                       | STEAMERS | TONS  | DATE OF SAILING |
|-----------------------------------|----------|-------|-----------------|
| SHANGHAI, YOKOHAMA, KOBE AND MOJI | "PEKING" | 6,500 | About 23rd Oct. |
| COPENHAGEN & BALTIC               | "CEYLON" | 9,000 | On 17th Nov.    |
| PORTS                             | "JAPAN"  | 9,000 | About 23rd Oct. |

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

**ARTHUR NILSSON & CO.,**

YORK BUILDINGS, TOP FLOOR.

**SAN FRANCISCO TOYO KISEN KAISHA**

TRANS-PACIFIC

**WESTERN PACIFIC****DENVER AND RIO GRANDE**

TRANS-CONTINENTAL

**TOYO KISEN KAISHA.**

New Triple Screw Turbine Flyers—20 Knots Speed.

|                  |              |
|------------------|--------------|
| S.S. TENYO MARU  | 21,000 tons. |
| S.S. CHIYO MARU  | 21,000 tons. |
| S.S. SHINYO MARU | 21,000 tons. |

AND

S.S. NIPPON MARU ... .. 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

**WESTERN PACIFIC-DENVER AND RIO GRANDE.**

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers, Through Tourists' Sleepers, Dining Cars—Observation Cars, Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal George of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 525.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA, AND KING'S BUILDING, HONGKONG.

**AUSTRIAN LLOYD.**

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE.

via SINGAPORE, PENANG, COLOMBO, ADEN, SUVA and PORT SAID.

S.S. "KORF" 9,900 tons, will leave as above on 19th October, at 5 p.m.

S.S. "BOHEMIA" 7,900 tons, will leave as above on 19th Nov., at 5 p.m.

Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON &amp; BERLIN.

TO SHANGHAI.

S.S. "BOHEMIA" 7,900 tons, will leave as above on 4th Nov., at 5 p.m.

S.S. "AFRICA" 8,940 tons, will leave as above on 6th Dec., at 5 p.m.

Cheap rates, Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.

No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, Fiume and Venice.

via SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUVA and PORT SAID.

S.S. "CHINA" 11,800 tons, will leave as above on 31st October.

S.S. "NIPPON" 13,950 tons, will leave as above on 31st Dec.

to YOKOHAMA, KOBE via SHANGHAI.

S.S. "NIPPON" 13,950 tons, will leave as above on 31st October.

S.S. "PERIA" 12,500 tons, will leave as above on 30th Nov.

Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

**SANDER, WIELER & Co., Agents,**

Hongkong, 10th October, 1912. [155]

**NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.**

FOR STEAMERS TONS TO SAIL.

|   |                               |       |                               |
|---|-------------------------------|-------|-------------------------------|
| MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE | "COBLENZ," Capt. L. KLUGKIST, | 6,750 | Saturday, 2nd Nov., at 9 a.m. |
|---|-------------------------------|-------|-------------------------------|

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

**NORDDEUTSCHER LLOYD,****MELCHERS & Co.,**

GENERAL AGENTS HONGKONG AND CHINA. Hongkong, 15th October, 1912. [5]

**PASSENGER SEASON 1913.****NORDDEUTSCHER LLOYD. BREMEN. TO EUROPE BY THE****MAGNIFICENT EAST LINERS.**

| STEAMSHIP                       | DISPLACEMENT | ON | DATE           |
|---------------------------------|--------------|----|----------------|
| "GOEBEN" Capt. G. LINDEMANN.    | 17,300 tons  | ON | FEBRUARY 4TH.  |
| "BREMEN" Capt. B. WILHELM.      | 21,000       | ON | FEBRUARY 19TH. |
| "DERFFLINGER" Capt. F. PROSCH.  | 17,250       | ON | MARCH 4TH.     |
| "PRINZ EITEL FRIEDRICH" 16,000  |              | ON | MARCH 19TH.    |
| "YORCK" Capt. E. MALCHOW.       | 17,000       | ON | APRIL 1ST.     |
| "PRINZESS ALICE" Capt. H. REHM. | 20,800       | ON | APRIL 16TH.    |
| "LUETZOW" Capt. F. GROSCH.      | 17,300       | ON | APRIL 29TH.    |

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

**MELCHERS & Co., GENERAL AGENTS.**

Hongkong, 21st September, 1912. [1113]

**BRITISH INDIA S. N. CO., LTD. APCAR LINE.**

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

**EASTWARD.**

S.S. "ARRATOON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched to KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 20th Oct., at Noon.  
S.S. "JELUNGA," 5,205 tons, Capt. Macdonald, left CALCUTTA on 14th Oct., will be despatched for SHANGHAI, KOBE and MOJI on 2nd Nov.

**WESTWARD.**

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 22nd October, at 1 p.m.  
S.S. "ARRATOON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched as above on 10th November.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

**DAVID SASSOON & CO., LTD.**

Hongkong, 17th October, 1912. AGENTS. [892]

**PHILIPPINES S.S. CO.**

| STEAMSHIP | TONS | CAPTAIN | FOR                               | SAILING DATE         |
|-----------|------|---------|-----------------------------------|----------------------|
| ZAFIRO    | 4000 | Cross   | Manila, Mangarin, Iloilo and Cebu | On 25th Oct., 4 p.m. |
| RUBI      | 4000 | Miller  | Manila, Mangarin, Iloilo and Cebu | On 28th Oct., 4 p.m. |

For Freight or Passage, apply to

**SHEWAN, TOMES & Co., General Managers,**

HONGKONG, 17th October, 1912. PHILIPPINE S.S. Co. [113]

**"HONGKONG DAILY PRESS" PUBLICATIONS.**

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REVISED BY THE MEMBERS.

PRICE ... .. \$5.

DAILY PRESS OFFICE,

Hongkong, 6th March, 1911.

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Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.

**THE HONGKONG "DAILY PRESS"****PRINTING WORKS**

turn the Best Printing at Reasonable Price



## SHIPPING

## ARRIVALS.

CHINA, British str., 16th October—Canton.

DAIJI MARU, Japanese str., 847, Y. Somokawa, 18th October—Tansui.

18th October, General—Osaka Shosen Kaisha.

HONGKONG, French str., 1900, Cornelia—sen, 15th October—Hohow 14th October, General—A. R. Marty.

DAIJI MARU, Japanese str., 2555, R. S. Lambbridge, 16th October—Singapore.

16th October, General—Chinese.

CHANG, British str., 16th October—Canton.

KORU, French str., 8,000, Gouts, 16th October—Koching 14th October, Nil—Order.

NAMIC, British str., 4,179, A. Collyer, 16th October—Yokohama 8th October, General—P. & O. S. N. Co.

NORIC, British str., 1,184, D. Ashbury, 16th October—London 7th Sept., General—P. & O. S. N. Co.

NIVANA, British str., 2,542, D. McAllister, 16th October—Cardiff 31st August, General—Order.

OKARA, British str., 3,439, A. J. Evans, 15th October—Mojoi 9th October, Coal—Jardine, Matheson & Co.

PRINZ FRIEDRICH, German str., 4,872, E. Malchow, 16th October—Bremen 4th Sept., General—Melchers & Co.

TOMI MARU, Japanese str., 3,610, T. Satow, 16th October—Cebu 25th Sept., General—Nippon Yusen Kaisha.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

October 16th.

BULLOW, German str., for Europe.

HAMMUS, British str., for Swatow.

NOSHU MARU, Japanese str., for Swatow.

## DEPARTURES.

October 16th.

BULLOW, German str., for Hamburg.

CHOSYANG, British str., for Canton.

SCANDIA, German str., for Shanghai.

JOHANG, British str., for Chefoo.

JOHANG, German str., for Hohow.

KWANGKEI, Chinese str., for Canton.

LIGOSOK, German str., for Saigon.

NAMIC, British str., for London.

NINGPO, British str., for Canton.

NORIC, British str., for Yokohama.

P. F. FRIEDRICH, German str., for Shanghai.

TYBERS, British str., for Shanghai.

## VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. *Nippon Maru*, with U.S. mails, is expected to arrive at this port on the 14th October, between 8 and 10 a.m.

The T.K.K. str. *Tenyo Maru* left Honolulu for Yokohama on the 3rd October, and is due to arrive at Hongkong from Manila on the 25th October.

The P.M. str. *Persia*, with the American mail, left San Francisco for Hongkong, via Honolulu, Japan ports and Shanghai, on the 5th October.

The P.M. str. *Korea*, with the American mail, left San Francisco for this port via Honolulu, the Japan ports and Shanghai on the 12th October.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern*, from Sydney, etc., arrived at Manila on the 16th October, and will leave on the 17th October, for this port.

The N.Y.K. str. *Nikka Maru* (Australia Line) left Sydney for this port via ports on the 2nd October, and is expected here on the 21st October.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* arrived at Shanghai on the 14th October, at noon, and left again at 11 p.m. same day for Hongkong, where she is due to arrive on the 17th October, at 9 a.m.

MERCHANT STEAMERS.

The str. *Glenogle* left Rangoon on the 4th October, for Hongkong via Penang and Singapore, and is expected to arrive here on the 17th October.

The I.G.M. str. *Bulow* left Shanghai on the 12th October, at 9 a.m., and may be expected here on or about the 17th October, at 4 p.m.

The str. *Glenstrae* left Singapore on the 15th October, p.m., and is due here on the 19th October, a.m.

The M.M. str. *Paul Lecat* is expected to arrive here on the 20th October, at daylight, instead of Monday. She will most likely leave for Shanghai and Japan same day at or about 7 p.m.

The G.N. str. *Minnesota* arrived at Yokohama on the 4th October, and left on the 6th October, for Hongkong via usual ports of call, and may be expected here on or about the 21st October.

The Swedish East Asiatic Co.'s str. *Peking* left Suez on the 26th September, and is expected to arrive here on or about the 23rd October.

The "Barber Line" str. *Wray Castle* sailed from New York on the 13th August for Hongkong via the Straits.

The B.L. str. *Egmont Castle* sailed from New York on the 12th Sept. for Far East.

The T.K.K. str. *Hongkong Maru* arrives at Honolulu from Manila on the 11th October, and is due here on the 19th November.

INDO-CHINA STEAM NAVIGATION CO., LTD.

*Yokohama*, from Guaymas (Mexico), is due in Hongkong 31st October.

*Yokohama*, from Calcutta, is due in Hongkong 18th October.

*Yokohama*, from Calcutta, is due in Hongkong 24th October.

*Yokohama*, from Wuhu, is due in Hongkong 18th October.

*Yokohama*, from Wuhu, is due in Hongkong 17th October.

SHIRE LINE.

*Denbighshire*, from London, is due in Hongkong 20th October.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

## 1. From Green Island to the Harbour Master's

## 2. From Harbour Master's to Blake Pier

## 3. From Blake Pier to Naval Yard

## 4. From Naval Yard to East Point

| DESTINATION                                     | VESSEL'S NAME    | FLAG & REG. | BERTH | CAPTAIN              | FOR FREIGHT APPLY TO          | TO BE DESPATCHED          |
|---|------------------|-------------|-------|----------------------|-------------------------------|---------------------------|
| LONDON, ROTTERDAM & ANTWERP                     | DEN OF GLAMIS    | Brit. str.  | 1     | E. P. Martin, R.N.   | JARDINE, MATHESON & Co., Ltd. | About 23rd inst.          |
| LONDON, ROTTERDAM & ANTWERP                     | DELA             | Brit. str.  | 1     | Owen Jones, R.N.     | P. & O. S. N. Co.             | On 26th inst., at Noon.   |
| LONDON & ANTWERP VIA SINGAPORE, &c.             | C. FRED. LAMSE   | Ger. str.   | 1     | Geissel              | HAMBURG-AMERICA LINE          | About 30th inst.          |
| HAVRE, BREMEN & HAMBURG, &c.                    | ARGENTIA         | Ger. str.   | 1     | Karberg              | HAMBURG-AMERICA LINE          | On 23rd inst.             |
| HAVRE, BREMEN & HAMBURG, &c.                    | SCANDIA          | Ger. str.   | 1     | Knaiss               | HAMBURG-AMERICA LINE          | On 23rd inst.             |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | MIYASAKI MARU    | Jap. str.   | 1     | Soyeda               | NIPPON YUSEN KAISHA           | On 20th Nov.              |
| MARSEILLES, LONDON & ANTWERP, &c.               | SPEZIA           | Jap. str.   | 1     | Wagner               | HAMBURG-AMERICA LINE          | On 23rd inst.             |
| ROTTERDAM & ANTWERP                             | SACHSEN          | Ger. str.   | 1     | Wagner               | HAMBURG-AMERICA LINE          | On 23rd inst.             |
| HAMBURG &c.                                     | GLENNHART        | Brit. str.  | 1     | W. L. Hartnell       | HAMBURG-AMERICA LINE          | On 31st inst.             |
| VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.      | SENSEMBRIA       | Ger. str.   | 1     | Robert               | HAMBURG-AMERICA LINE          | About 6th Nov.            |
| VICTORIA, B.C. & TACOMA VIA JAPAN &c.           | SADO MARU        | Jap. str.   | 1     | K. Asakawa           | NIPPON YUSEN KAISHA           | On 4th Nov.               |
| VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.        | SEATTLE MARU     | Jap. str.   | 1     | T. Saito             | OSAKA SHOSSEN KAISHA          | On 22nd inst., at Noon.   |
| VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.        | MEXICO MARU      | Jap. str.   | 1     | N. Kobayashi         | OSAKA SHOSSEN KAISHA          | On 31st inst., at 2 p.m.  |
| TRIESTE, FINE, VENICE VIA SINGAPORE, &c.        | LORD CURZON      | Brit. str.  | 1     | White                | THE BANK LINE, LIMITED        | On 12th Nov., at 2 p.m.   |
| TRIESTE, FINE, VENICE VIA SINGAPORE, &c.        | KORNER           | Aus. str.   | 1     | Haughton             | SANDER, WILHELM & Co.         | On 20th Nov.              |
| BOSTON & NEW YORK VIA SUEZ CANAL                | CHINA            | Aus. str.   | 1     | A. H. Smith          | SANDER, WILHELM & Co.         | On 19th inst., at 5 p.m.  |
| BOSTON & NEW YORK VIA SUEZ CANAL                | CITY OF BARODA   | Am. str.    | 1     | White                | ARNHOLD, KARBURG & Co.        | About 31st inst.          |
| BALTIMORE & NEW YORK VIA SUEZ CANAL             | INDRAKUMAR       | Am. str.    | 1     | Haughton             | THE BANK LINE, LIMITED        | On 26th inst.             |
| BALTIMORE & NEW YORK                            | SAINT PATRICK    | Brit. str.  | 1     | A. H. Smith          | JARDINE, MATHESON & Co., Ltd. | About 25th Nov.           |
| COUPON VIA SHANGHAI, JAPAN, &c.                 | EMPEROR OF INDIA | Brit. str.  | 2 m.  | Doddwell & Co., Ltd. | EMPEROR OF INDIA              | About 14th Nov.           |
| VANCOUVER VIA SHANGHAI, JAPAN, &c.              | MONTEAGLE        | Brit. str.  | 2 m.  | W. Davison           | CANADIAN PACIFIC R. CO.       | On 26th inst., at 6 p.m.  |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.         | MONGOLIA         | Am. str.    | 2 m.  | A. G. Stevens        | PACIFIC MAIL S.S. CO.         | On 23rd inst., at 1 p.m.  |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.         | NIPPON MARU      | Jap. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SAN FRANCISCO VIA JAPAN, &c.                    | PERBIA           | Am. str.    | 2 m.  | T. Saito             | PACIFIC MAIL S.S. CO.         | On 12th Nov., at 1 p.m.   |
| COPENHAGEN & BALTIC PORTS                       | JAPAN            | Swed. str.  | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | About 25th inst.          |
| AUSTRALIAN PORTS VIA MANILA                     | YAWATA MARU      | Jap. str.   | 2 m.  | T. Saito             | NIPPON YUSEN KAISHA           | On 25th inst., at Noon.   |
| AUSTRALIAN PORTS VIA MANILA                     | COLEBYE          | Ger. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 2nd Nov., at 9 a.m.    |
| AUSTRALIAN PORTS VIA MANILA                     | BASTEN           | Ger. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 9th Nov., at Noon.     |
| MEXICAN, PERUVIAN & CHILEAN VIA JAPAN           | DONERIO          | Brit. str.  | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 3rd Dec., at Noon.     |
| YOKOHAMA & KOBE VIA SHANGHAI                    | HONGKONG MARU    | Jap. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | About 31st inst.          |
| YOKOHAMA & KOBE                                 | LAVADA           | Brit. str.  | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 10th Nov., at Noon.    |
| KOBE & MOJI                                     | ABERDEEN & ABER  | Brit. str.  | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 20th inst., at Noon.   |
| KOBE & YOKOHAMA                                 | HIRANO MARU      | Jap. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 24th inst., at 11 a.m. |
| NAGASAKI, KOBE & YOKOHAMA                       | NIKEO MARU       | Jap. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| JAPAN   | TUJAWONG         | Dak. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| WEIHAWEI & TIENTSIN                             | TUJAWONG         | Dak. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| TIENTSIN  | TUJAWONG         | Dak. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| TSINGTAU & CHEFOO                               | TUJAWONG         | Dak. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SHANGHAI  | TUJAWONG         | Dak. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SHANGHAI, MOJI, KOBE & YOKOHAMA                 | NORIC            | Brit. str.  | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SHANGHAI & KOBE                                 | TOKA MARU        | Jap. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SHANGHAI  | LIYAN            | Brit. str.  | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SHANGHAI  | CHOWANG          | Brit. str.  | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SHANGHAI, KOBE & YOKOHAMA                       | PAUL LECAT       | Fre. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SHANGHAI, KOBE & MOJI                           | FORANG           | Brit. str.  | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SHANGHAI, MOJI & KOBE                           | BOMBAY MARU      | Jap. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SHANGHAI, YOKOHAMA, KOBE & MOJI                 | PERING           | Jap. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SHANGHAI  | CHINWA           | Swed. str.  | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SHANGHAI, KOBE & YOKOHAMA                       | SAKURA           | Ger. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SHANGHAI  | INDIA            | Brit. str.  | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SHANGHAI, KOBE & YOKOHAMA                       | DENBIGHSHIRE     | Brit. str.  | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SHANGHAI  | BOHEMIA          | Aus. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SHANGHAI, YOKOHAMA, KOBE & MOJI                 | CYCLON           | Swed. str.  | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SHANGHAI  | TUJAWONG         | Dak. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| FOOCHOW VIA SWATOW & AMOY                       | KALIO MARU       | Jap. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| ANPING & TAKAO VIA SWATOW & AMOY                | SOSHU MARU       | Jap. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| TAMUI VIA SWATOW & AMOY                         | DAIJI MARU       | Jap. str.   | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SWATOW, AMOY & FOOCHOW                          | HAITAN           | Brit. str.  | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SWATOW, AMOY & FOOCHOW                          | HAITAN           | Brit. str.  | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SWATOW, AMOY & FOOCHOW                          | HAITAN           | Brit. str.  | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| MANILA, CEBU & ILOILO                           | TAMING           | Brit. str.  | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| MANILA, CEBU & ILOILO                           | LOONGSANG        | Brit. str.  | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| MANILA, MANGARIN, ILOILO & CEBU                 | YUENANG          | Am. str.    | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| MANILA, MANGARIN, ILOILO & CEBU                 | RUBI             | Am. str.    | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| BATAVIA, CHERIBON, SAMARANG, &c.                | YUENANG          | Am. str.    | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| BOMBAY VIA SINGAPORE & COLOMBO                  | YUENANG          | Am. str.    | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SINGAPORE, PENANG, RANGOON & CALCUTTA           | YUENANG          | Am. str.    | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SINGAPORE, PENANG & CALCUTTA                    | YUENANG          | Am. str.    | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| SINGAPORE, PENANG & CALCUTTA                    | YUENANG          | Am. str.    | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| HAIPHONG  | YUENANG          | Am. str.    | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |
| KWANG CHOW WANG & HAIPHONG                      | YUENANG          | Am. str.    | 2 m.  | T. Saito             | OSAKA SHOSSEN KAISHA          | On 23rd inst., at Noon.   |

## THE ROYAL MAIL STEAM PACKET COMPANY.

## "SHIRE" LINE SERVICE.

## PROJECTED SAILINGS FROM HONGKONG.

| FOR                         | STRAITS         | DATE OF DEPARTURE |
|-----------------------------|-----------------|-------------------|
| LONDON, ROTTERDAM & ANTWERP | "DEN OF GLAMIS" | About 23rd Oct.   |
| SHANGHAI, KOBE & YOKOHAMA   | "DENBIGHSHIRE"  | About 27th Oct.   |
| LONDON & ANTWERP            | "FLINTSHIRE"    | About 14th Nov.   |

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

\* Does not carry passengers.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., LTD., AGENTS.

Hongkong, 2nd October, 1912.

## BRITISH INDIA S. N. CO., LTD.

## NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

## EASTWARD.

The S.S. "LAWADA," 3,269 tons, Captain C. H. Lane, will be despatched for YOKOHAMA and KOBE on 10th Nov., at Noon, to be followed on 21st Nov., by S.S. "OKARA," Capt. Evans, taking Cargo and Passengers at Current Rates.

## WESTWARD.

The S.S. "OKARA," 5,291 tons, Captain A. J. Evans, will leave HONGKONG for SINGAPORE, PENANG and RANGOON on 20th Oct., at D'light, taking Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., LTD., AGENTS.

Telephone No. 215.

Hongkong, 17th October, 1912.

## INDO-CHINA S. NAV. CO., LTD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR                          | STRAITS     | DATE OF DEPARTURE           |
|------------------------------|-------------|-----------------------------|
| MANILA                       | "LOONGSANG" | Saturday, 19th Oct., 2 p.m. |
| TIENTSIN                     | "CHOPSHING" | Sunday, 20th Oct., D'light. |
| SHANGHAI                     | "FOOKSANG"  | Sunday, 20th Oct., D'light. |
| SHANGHAI, KOBE & MOJI        | "FOOKSANG"  | Tuesday, 22nd Oct., Noon.   |
| SINGAPORE, PENANG & CALCUTTA | "KUTSANG"   | Wednesday, 23rd Oct., Noon. |
| MANILA                       | "YUENANG"   | Saturday, 26th Oct., 2 p.m. |

## RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

\* These vessels have all modern improvements and are fitted throughout with Electric Light.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

\* Taking Cargo on through Bills of Lading to Yangtze, Ports, Chefoo, Tientsin, Daluy, Weihaiwei, Tsingtau and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., LTD., GENERAL MANAGERS.

Hongkong, 14th October, 1912.

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

## VIA VANCOUVER

## THE CANADIAN PACIFIC RAILWAY

## PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.

| FOR VANCOUVER.                     | FOR LIVERPOOL.                       |
|------------------------------------|--------------------------------------|
| From Hongkong, 1912                | From Quebec, 1912                    |
| "EMPEROR OF INDIA" Sat., 26th Oct. | "ALLAN LINE" Fri., 22nd Nov.         |
| "EMPEROR OF JAPAN" Sat., 16th Nov. | "EMPEROR OF BRITAIN" Fri., 13th Dec. |
| "MONTAGLE" Sat., 14th Dec.         | "EMPEROR OF BRITAIN" Fri., 10th Jan. |
| "EMPEROR OF INDIA" Sat., 11th Jan. | "EMPEROR OF IRELAND" Fri., 7th Feb.  |

The direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with the Canadian Pacific Railway, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the latest wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10.

Intermediate Steamship "Montagla" £43 " " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE," carries Intermediate Passengers only, at Intermediate rates according to superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Bontes, Handbooks, Rates of Freight and Passage, apply to D. W. CHADDOCK, General Traffic Agent for China, Corner Padder Street and Praya opposite Blake Pier.

## RUSSIAN VOLUNTEER FLEET.

THE STEAMERS of the RUSSIAN VOLUNTEER FLEET calling at Hongkong on a month both way, Homeward and Outward, will accept Cargo and Passengers for the Ports they have to call on the way, according to the schedule, as:-

HOMEWARD BOUND Steamers for Singapore, Penang, Colombo, Djibouti, Djeddah, Hodeidah, Port Said, Constantinople, Odessa.

OUTWARD BOUND Steamers for Nagasaki and Vladivostok.

The Hongkong Agency of the R.V.F. will also accept Cargo and issue through Bills of Lading for all Black and Azov Seas ports with transshipment at Odessa, and for Hakodate and all ports of Tartarian Strait and Kamchatka, with transshipment at Vladivostok.

Cargo for all European Ports not mentioned in the Steamer's schedule will not be accepted by this Agency.

Next Steamer for Odessa via Ports is S.S. "KIEV," 5,566 E.T., Commander Stokty, expected to arrive in Hongkong about the 21st of October.

Next Steamer for Vladivostok via Nagasaki is S.S. "KORSEK," 6,430 E.T., Commander Paduka, expected to arrive in Hongkong about the 24th of October.

For Freight, Passage and further particulars, apply to

CAPTAIN D. A. LUKHMANOFF,

Hotel Mission, 3rd Floor, Telephone No. 1224.

Hongkong, 8th October, 1912.

## VESSELS ON THE BERTH

## COMPAGNIE DES MESSAGERIES MARITIMES

For SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"PAUL LECAT"

Captain Lancelotti, will be despatched for the above Ports on or about MONDAY, the 21st inst., at 6 p.m.



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

| FOR   | STEAMERS                         | TO SAIL          | REMARKS              |
|---|----------------------------------|------------------|----------------------|
| SHANGHAI, MOJI, KOBE, NAGASAKI, YOKOHAMA AND YOKOHAMA                       | DELTA Capt. D. Ashby             | 5 P.M. 17th Oct. | Freight and Passage. |
| SHANGHAI  | INDIA Capt. G. W. Gordon, R.N.R. | About 24th Oct.  | Freight and Passage. |
| LONDON VIA USUAL PORTS  | DELTA Capt. E. P. Martin, R.N.R. | Noon, 25th Oct.  | See Special of Call  |
| LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES | NANKIN Capt. Owen Jones, R.N.R.  | About 30th Oct.  | Freight and Passage. |

For Further Particulars apply to  
H. W. D. SHALLARD,  
Acting Superintendent.  
Hongkong, 17th October, 1912

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

| FOR                     | STEAMERS    | TO SAIL                 |
|-------------------------|-------------|-------------------------|
| MANILA, CEBU and ILOILO | "TAMING"    | On 17th Oct., Noon.     |
| SHANGHAI                | "CHENAN"    | On 17th Oct., 4 P.M.    |
| TSINGTAU and CHEFOO     | "TOHANG"    | On 17th Oct., 4 P.M.    |
| SHANGHAI                | "LINAN"     | On 19th Oct., Midnight. |
| HAIPHONG                | "SUNGKIANG" | On 22nd Oct., 10 A.M.   |
| MANILA, CEBU and ILOILO | "TEAN"      | On 22nd Oct., 4 P.M.    |
| WEIHAUWEI and TIENTSIN  | "HUICHOW"   | On 23rd Oct., 4 P.M.    |
| SHANGHAI                | "CHINHUA"   | On 24th Oct., 4 P.M.    |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra Staterooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.  
NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.  
BUTTERFIELD & SWIRE.  
For Freight or Passage apply to—  
Hongkong, 17th October, 1912. TELEPHONE 36. AGENTS. 18

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

# FOR

## SWATOW, AMOY AND FOOCHOW

### AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP      | CAPTAIN                  | LEAVING                        |
|----------------|--------------------------|--------------------------------|
| "HAITAN" ...   | Capt. J. S. Roach ...    | FRIDAY, 18th Oct., at 11 A.M.  |
| "HAIYANG" ...  | Capt. A. E. Hodgins ...  | TUESDAY, 22nd Oct., at 11 A.M. |
| "HAICHING" ... | Capt. W. C. Passmore ... | FRIDAY, 25th Oct., at 11 A.M.  |

# FOR

## SWATOW AND RETURN.

(Occupying 3 Days).

|              |                       |   |
|--------------|-----------------------|---|
| "HAIMUN" ... | Capt. J. W. Evans ... | (SUNDAY, 20th Oct., at 10 A.M.)<br>(WEDNESDAY, 23rd Oct., at 11 A.M.) |
|--------------|-----------------------|---|

\*Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 17th October 1912.

# THE EASTERN & AUSTRALIAN

## STEAMSHIP CO., LTD.

# MAIL SERVICE TO AUSTRALIA.

# MAIL SCHEDULE

## (SUBJECT TO MODIFICATION).

| STEAMERS    | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|-------------|--------------------------------|------------------------------|
| EASTERN ... | 18th Oct.                      | On 9th Nov., Noon.           |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

# HAMBURG-AMERIKA LINIE.

## IN CONJUNCTION WITH

### DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

# NEXT SAILINGS FROM HONGKONG:

# OUTWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:

|                   |           |
|-------------------|-----------|
| S.S. BAYERN ...   | 24th Oct. |
| S.S. LIBERIA ...  | 7th Nov.  |
| S.S. ALERIA ...   | 19th Nov. |
| S.S. SAMRIA ...   | 5th Dec.  |
| S.S. VANDALIA ... | 17th Dec. |
| S.S. BRIGADIA ... | 3rd Jan.  |

# HOMEWARD.

FOR HAVRE, BREMEN and HAMBURG:

|                                      |           |
|--------------------------------------|-----------|
| S.S. C. FERDINAND ...                | 23rd Oct. |
| FOR MARSEILLES, HAMBURG and ANTWERP: |           |
| S.S. SPEZIA ...                      | 28th Oct. |
| FOR ROTTERDAM and HAMBURG:           |           |
| S.S. BA CHSEN ...                    | 31st Oct. |
| FOR HAMBURG:                         |           |
| S.S. SENEGAMBIA ...                  | 4th Nov.  |
| FOR HAVRE and HAMBURG:               |           |
| S.S. ARCADIA ...                     | 5th Nov.  |
| FOR HAVRE, BREMEN and HAMBURG:       |           |
| S.S. SCANIA ...                      | 20th Nov. |

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 11th October, 1912.



# TOYO KISEN KAISHA.

# IMPERIAL JAPANESE

## TRANS-PACIFIC MAIL LINES.

# SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

# CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

# "NIPPON MARU."

INTERMEDIATE STEAMER.  
Speed 18 KNOTS, Displacement 11,000 TONS.

# PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER         | CAPTAIN           | DATE OF SAILING.              |
|-----------------|-------------------|-------------------------------|
| NIPPON MARU ... | A. G. Stevens ... | TUESDAY, 29th Oct., Noon.     |
| TENYO MARU ...  | E. Bent ...       | TUESDAY, 5th Nov., at Noon.   |
| SHINYO MARU ... | H. S. Smith ...   | TUESDAY, 26th Nov., at Noon.  |
| CHIYO MARU ...  | W. W. Greene ...  | SATURDAY, 21st Dec., at Noon. |

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 29th October, at Noon.

# SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

# PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER           | TONS       | DATE OF SAILING.              |
|-------------------|------------|-------------------------------|
| HONGKONG MARU ... | 11,000 ... | TUESDAY, 3rd Dec., at Noon.   |
| KIYO MARU ...     | 17,500 ... | SATURDAY, 1st Feb., at Noon.  |
| BUYO MARU ...     | 10,500 ... | THURSDAY, 3rd April, at Noon. |

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,  
King's Building (Opposite Blake Pier).

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# OSAKA SHOSHEN KAISHA.

# REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

# FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

| Steamers             | Captains         | Leaves                         |
|----------------------|------------------|--------------------------------|
| * "SEATTLE MARU" ... | T. Saito ...     | THURSDAY, 31st Oct., at 2 P.M. |
| * "MEXICO MARU" ...  | N. Kobayashi ... | TUESDAY, 12th Nov., at 2 P.M.  |
| * "CHICAGO MARU" ... | J. Goto ...      | THURSDAY, 28th Nov., at 2 P.M. |
| * "CANADA MARU" ...  | K. Hori ...      | TUESDAY, 10th Dec., at 2 P.M.  |
| * "TACOMA MARU" ...  | T. Hamada ...    | THURSDAY, 26th Dec., at 2 P.M. |
| * "PANAMA MARU" ...  | J. Kanoo ...     | SATURDAY, 4th Jan., at 2 P.M.  |

\* Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

\* Calling at SHANGHAI, MOJI, ...

\* Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

# SOUTH CHINA COAST AND FORMOSA SERVICE.

# FOR FOOCHOW VIA SWATOW AND AMOY.

|                  |                 |                                |
|------------------|-----------------|--------------------------------|
| "KAISO MARU" ... | Y. Yamamoto ... | WEDNESDAY, 23rd Oct., at Noon. |
|------------------|-----------------|--------------------------------|

# FOR TAMSUI VIA SWATOW AND AMOY.

|                   |                  |                             |
|-------------------|------------------|-----------------------------|
| "DAIGI MARU" ...  | Y. Sonekawa ...  | SUNDAY, 20th Oct., at Noon. |
| "DAIJIN MARU" ... | T. Fushigami ... | SUNDAY, 27th Oct., at Noon. |

# FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

|                  |                |                                  |
|------------------|----------------|----------------------------------|
| "SOSHU MARU" ... | K. Tashira ... | WEDNESDAY, 30th Oct., at 10 A.M. |
|------------------|----------------|----------------------------------|

# FOR CANTON.

|                  |                |                   |
|------------------|----------------|-------------------|
| "SOSHU MARU" ... | K. Tashira ... | FRIDAY, 25th Oct. |
|------------------|----------------|-------------------|

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

S. HIROI,

MANAGER,  
Second Floor, No. 1, Queen's Building.

778-7

# EST ASIATIQUE FRANCAIS

# MESSAGERIES MARITIMES, AGENTS.

# MAIL SERVICE TO AND FROM

WIRELESS  
TELEGRAPHY.

# TONKIN

FAST LINE.

in 53 hours.

S.S. "SI-KIANG," Capt. - Es de Catalanc.

(1st and 2nd. CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 23rd Oct., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

2.

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

# PROPOSED SAILINGS OF MAIL STEAMERS

## HOMEWARD PASSENGER SEASON 1912.

# MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS     | Leave to HONGKONG | Connecting Steamers from COLOMBO to MARSEILLES & LONDON | Due MARSEILLES (Brindisi 2 days earlier) | Due LONDON (London 1 day later) |
|--------------|-------------------|---|--|---------------------------------|
| Steamer      | Tons              | Steamer   | Tons                                     |                                 |
| INDIA ...    | 8000              | MOOLTAN ...   | 10000                                    | Feb. 15                         |
| ASSAYE ...   | 7500              | MALJOJA ...   | 12500                                    | Mar. 1                          |
| HIMALAYA ... | 7000              | MOBEA ...   | 11000                                    | Mar. 15                         |
| DEVANHA ...  | 8000              | MABMOHA ...   | 10500                                    | Mar. 29                         |
| DELTA ...    | 8000              | MEDINA ...  | 12500                                    | Apr. 12                         |
| INDIA ...    | 8000              | Through Steamer   |  | Apr. 26                         |
| ASSAYE ...   | 7500              | MONGOLIA ...  | 11000                                    | May 10                          |
| DEVANHA ...  | 8000              | MACEDONIA ...   | 10500                                    | May 24                          |
| CHINA ...    | 8000              | MALWA ...   | 11000                                    | June 7                          |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.

FARES TO LONDON:  
1st SALOON £71.10 SINGLE, £106.14 RETURN.  
2nd " £43.8 " £72.12  
IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR  
LONDON  
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.  
1 PROPOSED SAILINGS:

| STEAMERS     | Leave HONGKONG | Due MARSEILLES | Due LONDON  |
|--------------|----------------|----------------|-------------|
| Steamer      | Tons           | Steamer        | Tons        |
| NOVARA ...   | 7000           | January 22     | February 23 |
| BUNDA ...    | 5700           | February 5     | March 9     |
| SARDINIA ... | 7000           | February 19    | March 23    |
| SOMALI ...   | 7000           | March 5        | April 6     |
| NAMUR ...    | 7000           | March 19       | April 20    |
| NANKIN ...   | 7000           | April 2        | May 4       |
| NYANZA ...   | 7000           | April 16       | May 18      |
| NORE ...     | 7000           | April 30       | June 3      |
| NILE ...     | 7000           | May 14         | June 17     |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:  
1st SALOON £55.0 SINGLE, £82.10 RETURN.  
2nd " £38.10 " £57.4 "

For further Particulars, apply to—

H. W. D. SHALLARD,  
Acting Superintendent

# NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

# PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATIONS  | STEAMERS AND DISPLACEMENT          | TONS   | SAILING DATES                      |
|---|------------------------------------|--------|------------------------------------|
| MARSEILLES, LONDON and ANTWERP, PORE, PENANG, COLOMBO, SUEZ and PORT SAID   | MIYASAKI MARU<br>Capt. K. Soyeda   | 16,000 | WEDNESDAY, 23rd Oct., at Daylight. |
|   | KITANO MARU<br>Capt. F. E. Cope    | 16,000 | WEDNESDAY, 6th Nov., at Daylight.  |
| VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA | SADO MARU<br>Capt. Asakawa         | 12,500 | TUESDAY, 22nd Oct., at Noon.       |
|   | YOKOHAMA MARU<br>Capt. N. Noda     | 12,500 | TUESDAY, 5th Nov., at Noon.        |
| SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE   | YAWATA MARU<br>Capt. Sekine        | 7,000  | FRIDAY, 25th Oct., at Noon.        |
|   | NIKKO MARU<br>Capt. M. Yagi        | 9,600  | FRIDAY, 22nd Nov., at Noon.        |
| CALCUTTA via SINGAPORE, PENANG & RANGOON                                    | CEYLON MARU<br>Capt. Tozawa        | 6,000  | SATURDAY, 19th Oct.                |
| BOMBAY via SINGAPORE, and COLOMBO   | RANGOON MARU<br>Capt. M. Yoshikawa | 6,000  | MONDAY, 28th Oct.                  |
| KOBE and YOKOHAMA   | HIRANO MARU<br>Capt. H. Fraser     | 16,000 | THURSDAY 11th Oct., at 11 A.M.     |
| SHANGHAI, MOJI and KOBE   | BOMBAY MARU<br>Capt. T. Noguchi    | 5,000  | WEDNESDAY, 23rd Oct.               |
| NAGASAKI, KOBE & YOKOHAMA   | NIKKO MARU<br>Capt. M. Yagi        | 9,600  | WEDNESDAY, 23rd Oct., at Noon.     |
| SHANGHAI and KOBE   | TOSA MARU<br>Capt. T. Sato         | 12,000 | THURSDAY, 17th Oct.                |

§ Fitted with New System of Wireless Telegraphy.

† Cargo only

# 1913 PASSENGER SEASON 1913

# FOR EUROPE.

| STEAMER          | TONS   | DISPLACEMENT | LEAVING HONGKONG. |
|------------------|--------|--------------|-------------------|
| MISHIMA MARU ... | 16,000 | 16,000       | 29th January      |
| KAGA ...         | 12,500 | 12,500       | 12th February     |
| ATSUTA ...       | 16,000 | 16,000       | 26th February     |
| HITACHI ...      | 13,000 | 13,000       | 12th March        |
| MIYASAKI ...     | 16,000 | 16,000       | 26th March        |
| KITANO ...       | 16,000 | 16,000       | 9th April         |
| IYO ...          | 12,500 | 12,500       | 23rd April        |
| HIRANO ...       | 16,000 | 16,000       | 7th May           |
| TANGO ...        | 13,500 | 13,500       | 21st May          |

# FOR AMERICA.

|                |        |               |
|----------------|--------|---------------|
| INABA MARU ... | 12,500 | 11th February |
| SHIDZUOKA ...  | 12,500 | 25th February |
| TAMBA ...      | 12,500 | 11th March    |
| AWA ...        | 12,500 | 25th March    |
| SAPO ...       | 12,500 | 4th April     |
| YOKOHAMA ...   | 12,500 | 22nd April    |
| INABA ...      | 12,500 | 6th May       |
| SHIDZUOKA ...  | 12,500 | 20th May      |

For Further Information as to Freight, Sailing, &c., apply to—

TELEPHONE Nos. 292 and 241.

T. KUSUMOTO, MANAGER.



